

JUNE 20, 1952

AUTOSPORT

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EVERY FRIDAY

Vol. 4 No. 25

BRITAIN'S MOTOR SPORTING WEEKLY



THE LE MANS 24 HOURS RACE
COMPLETE, ILLUSTRATED REPORT

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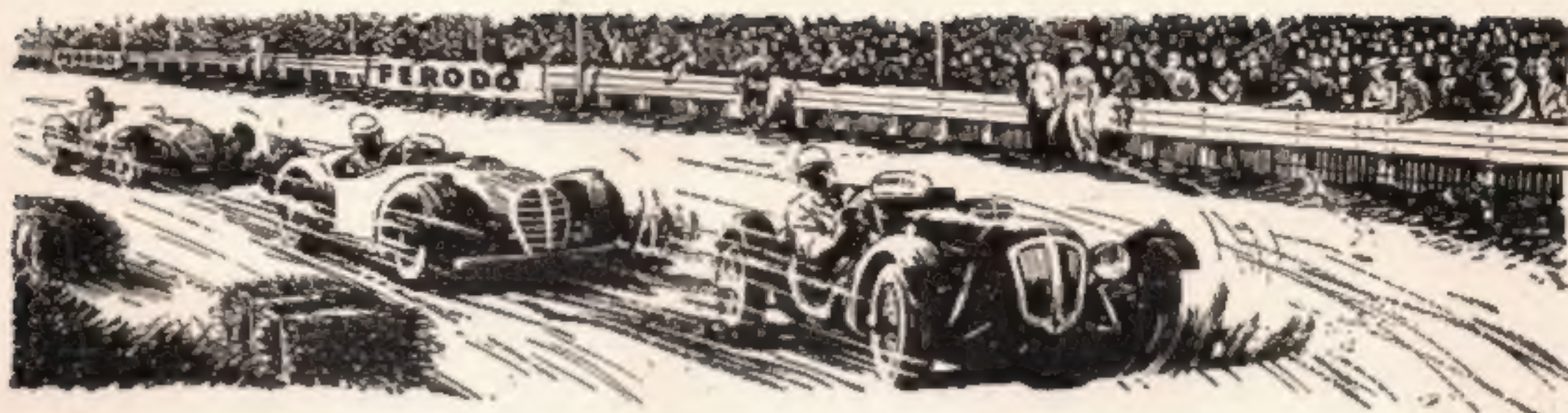
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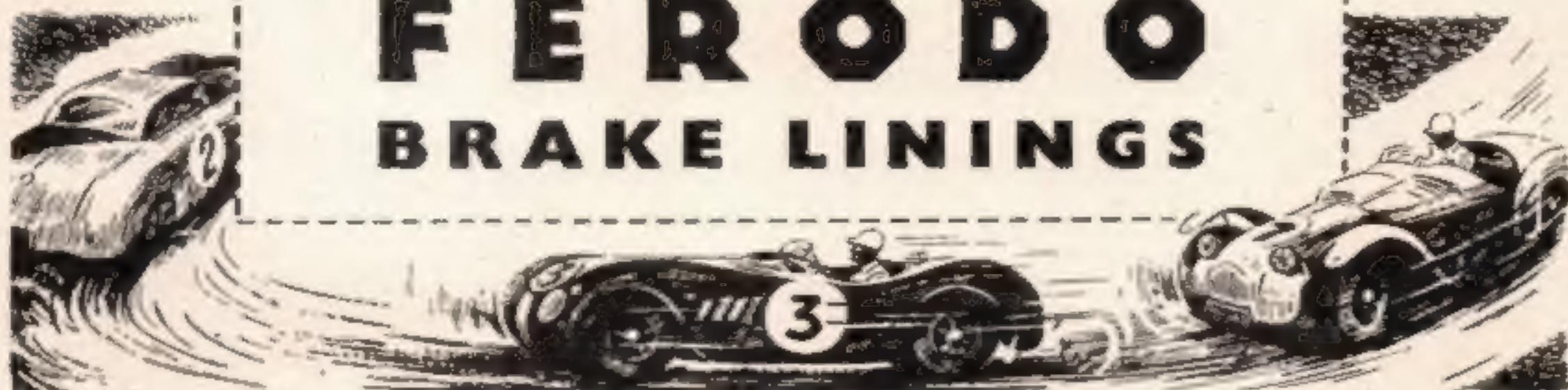
INDEX OF PERFORMANCE AWARD

PANHARD (HEMARD AND DUSSOUS)

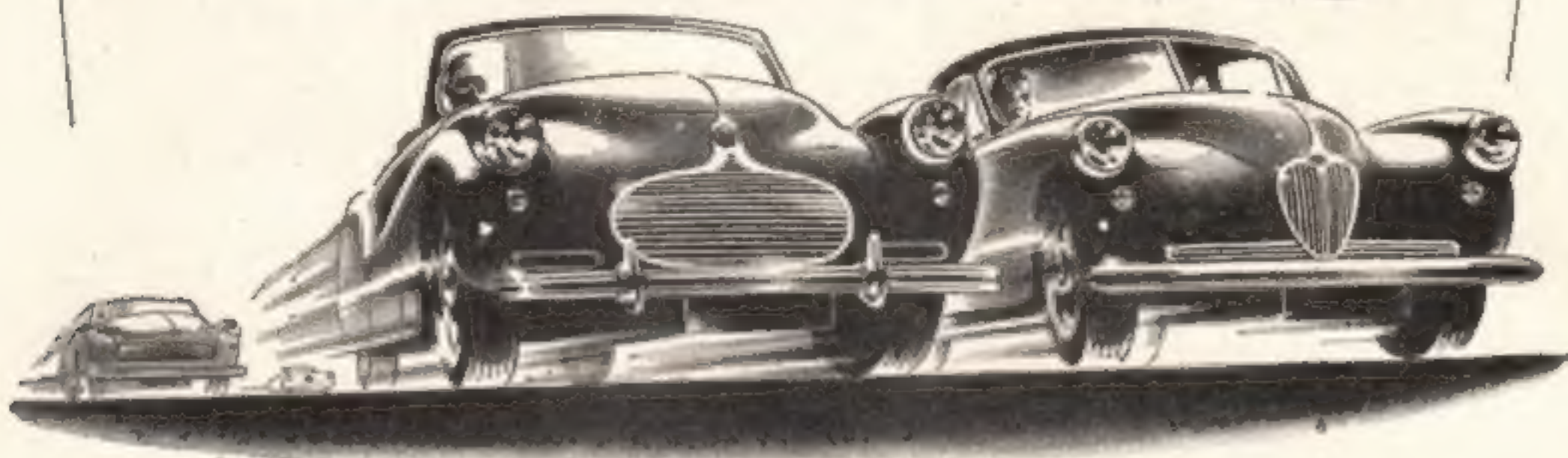
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THE MASTERPIECE IN OILS

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Managing Editor: GREGOR GRANT

Vol. 4. No. 25.

June 20, 1952

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EDITORIAL

ONCE again the lack of a proper testing circuit has handicapped our entries for an important race. It is quite true to say that, had there been somewhere in Great Britain where cars could be driven at maximum speeds, both Jaguar and Aston Martin could have rectified the troubles which put them out of the 24 Hours Race at Le Mans.

Although Mercedes-Benz were rather fortunate to win, it cannot be denied that the organization of the Germans was admirable, and their cars superbly prepared. With a team of 35 mechanics and technicians, Daimler-Benz left nothing to chance to achieve their ambition to win the Grand Prix d'Endurance. Their efforts have been met by devastating success.

The great race took a heavy toll, only 17 out of the original 57 starters finishing. There can be nothing but the highest praise for the wonderful little 2-litre Gordini, which led for so long till eliminated by a faulty brake shoe. Pierre Levegh's performance with the Talbot was also highly meritorious, and it was a bitter blow to French hopes that the car went out when well in the lead, and with only one hour of racing to go. Consolation for the nation which organized this great motoring event will be derived from the double success of the Monopole Poissy Panhard, which won the Index of Performance for the third consecutive year, and took the Rudge-Whitworth Biennial Cup.

Leslie Johnson's and Tommy Wisdom's efforts with the Nash-Healey kept Great Britain in the picture, as did the privately-entered Aston Martin DB2 of Peter Clark and M. C. Keen. Jowetts did well to win the 1½-litre class for the third successive year, and, as in 1951, Marcel Becquart and Gordon Wilkins were the sole finishers. The only remaining British finisher was the Peacock-Ruddock Frazer-Nash, in 10th place.

AUTOSPORT would like to congratulate Briggs Cunningham on his sporting entry, and for his fourth place. At one time, the American challenge appeared to be developing strongly, and it was sheer bad luck that co-driver Carters should go into the sand banks at Tertre Rouge with the coupé Cunningham after Phil Walters's magnificent drive.

However, the greatest praise must go to the victors. There is no gainsaying the fact that Mercedes-Benz must once again be reckoned as a great power in the motor-racing world. Their win must act as a stimulant to the entire German motor-industry—such is the tremendous publicity value of the 24 Hours Race of Le Mans!

OUR COVER PICTURE

UPHOLDING AMERICA: Briggs Cunningham's 5.4-litre Chrysler-engined Cunningham cornering at Tertre Rouge during last week-end's Le Mans 24 Hours Race. With cars from U.S.A., Britain, France, Germany and Italy competing, the G.P. d'Endurance is without doubt the greatest international speed contest of the year.

SPORTS- NEWS

THE BOL D'OR

FRANCE'S 24 hours endurance race for the Bol d'Or was run for the 24th time, on 8th/9th June. The event was staged this year at Montlhéry over the short 6½-mile circuit, the winner proving to be Michel in a sports 750 c.c. Renault, who broke the general race average and beat Azéma's 750 c.c. DB-Panhard by the narrow margin of 21 kilometres. Le Jamtel, one of the favourites, crashed in his Porsche and was seriously injured.

RESULTS

General Classification: 1. Michel (Renault), 2,518.5 kms., 65.18 m.p.h.; 2. Azéma (DB-Panhard), 2,497.1 kms.; 3. Leberquier (DB-Panhard), 2,370 kms.; 4. Calmels (Simca), 2,247.3 kms. Twelve finishers.

Class Winners: Sports—1,500 c.c.: Martin (Simca); 1,100 c.c.: Calmels (Simca); 750 c.c.: Michel (Renault); 500 c.c.: Bernardet (De Rovin).

Racing: 1,100 c.c.: Chotin (Lambert); 750 c.c.: Azéma (DB-Panhard).

JAVELIN COMPETITION TUNING NOTES

JOWETT CARS, LTD., of Idle, Bradford, have issued a handy booklet on the tuning of Javelin cars for competition work. Notes cover modifications to engine, gear ratios, suspension, and other components. Price is 2s. 6d. from the Jowett Service Department.



LE MANS ABSENTEE: Alfa Romeo's sensational new competition sports-car, called the "Disco Volante" (Flying Saucer), seen at Monza with Sanesi at the wheel. The engine is a six-cylinder of 82.5 mm. x 90 mm. bore and stroke (2.9 litres). Superleggera bodywork is by Touring, and weight is under 15 cwt.

LANCIA AURELIA Road Test on 6th June unfortunately contained misprints which may have puzzled readers. Page 723, col. 3, line 6, should read "rear hub bearing housings . . ." Page 724, col. 1, lines 20 and 21, should read "steering column lever . . ." not "level".

THE B.A.R.C. announces that regulations and entry forms are now available for the International Sports-car Race at Jersey on 10th July, and for the *News of the World* International Sports-car Race at Goodwood on 16th August.

FRENCH G.P. for Formula 2 cars at Rouen on 6th July will be preceded by an international Formula 3 race, first prize 150,000 francs.

RACING invalids.—Latest news of Juan Fangio is that he is recovering steadily from his accident at Monza. Luigi Fagioli, who crashed at Monaco in a sports Ferrari, is also showing improvement.

LOST at the 8 Club's "Silverstone"—Nancy Mitchell's famous red peaked cap, together with Alpine, Monte Carlo and St. Raphael Rally badges, these latter much valued by Mrs. Mitchell. Will finder please return it to this office?

MONT VENTOUX hill-climb on 26th/27th July marks the 50th anniversary of this famous international event. There are classes for racing-, sports- and production-cars of all sizes.

TWO keen motor enthusiasts in the Southsea district are offering their services as pit attendants or mechanics for the Goodwood "junior Le Mans" race on 16th August. Enquiries to Bernard Taylor, of "Elmcote", 2a Pelham Road, Southsea, Hants.



"AUTOSPORT" £200 CHAMPIONSHIP

CHARLES HEADLAND and his Kieft not only won the final of the 500 c.c. race at the Bugatti O.C. Silverstone meeting last Saturday, gaining him three points, but his fastest lap at 72.18 m.p.h. was a record for the course, netting him two further points. With his score now 24 points, he is second to Don Parker (34 pts.) and ahead of Moss (19 pts.). Tom Leigh (Cooper) finished third at the B.O.C. Silverstone, raising his score a point to seven, placing him eighth ahead of Paul Emery and Don Truman.

MOTOR-RACING IN ERITREA

THE fifth Circuit of Asmara race meeting took place in brilliant sunshine on Sunday, 25th May. There were two races, of which the first was divided into two categories, up to 1,100 c.c. and up to 2,000 c.c. unsupercharged. Any size of car with or without blower took part in the second race but was handicapped according to capacity.

The Asmara circuit has a lap length of 2.865 kilometres, each race consisting of 40 laps (114.60 kilometres). The start is half way along the straight of a dual carriageway (Viale Roma). From the start there is about 300 metres before a right hand sweep, then a slight left hand curve before taking a very tight left turn on to the 1 kilometre straight back stretch. At the end of the straight (which includes a fairly steep rise and a long downhill) is a tight left hand curve, followed by a steep climb, right hand bend, tight left hand bend, right sweep and left sweep back on to the straight up to the start.

During the race, control of the local Eritrean population was a difficult task for the police, in spite of numerous road blocks and literally tons of straw bales. Being at an altitude of 7,200 ft., Asmara is pleasantly warm but this height accounts for a considerable loss in potential horse power of the competing cars.

All the competing cars were of pre-war origin and the only "genuine" racing type was a 1933 2.6-litre supercharged Alfa Romeo left in Africa after the Tripoli G.P. race of that year. The ingenuity of the Italian mechanics at Asmara was apparent in their machines, and many novel and unusual features were to be seen. Some of the unblown engines had compression ratios of 12:1 and one of the supercharged types used 8.5:1 (alcohol fuel), the altitude, of course, allowing such high ratios.

Reliability of these cars was not one of their strong points, however, and only about four out of 25 starters in both the races were reasonably sure to finish. The 1929/31 1,750 c.c. Alfa Romeo was the most popular machine and in spite of its age this model still gives any other type a good run for its entrance fee. Type 508 Fiat dominated the smallest category and gave a fine account of themselves.

L. CROFT, Capt., R.E.M.E.,
Asmara.

RESULTS

1st Race, 40 laps, 114.6 kilometres, 750 c.c. to 1,100 c.c. U/s: 1, Nino Ronzoni (Fiat 1,100), 1 hr. 19 mins., 39 secs. (85.967 k.p.h.); 2, Amleto Cangi (Fiat 1,100); 3, Luigi Bigi (Fiat 1,000).

1,100 c.c. to 2,000 c.c. U/s: 1, Agostino Carletti (Alfa 1,750), 1 hr., 20 mins., 35 secs. (85.135 k.p.h.); 2, Orfeo Poggioli (Alfa 1,750); 3, Evasio Cornara (Alfa 1,750).

Fastest lap: C. Bigi (Fiat 1,500), 1 min. 54 secs. (90.474 k.p.h.).

2nd Race: 1, Gaetano Barone (Alfa 2,600 S), 1 hr. 15 mins. 32 secs. (94.34 k.p.h.); 2, Giovanni Liberali (Alfa 1,750 S); 3, Luigi Bertocco (Alfa 1,750 S).

Fastest lap: G. Barone (Alfa 2,600 S), 1 min. 47 secs. (96.034 k.p.h.).



STILL GOING STRONG: G. Barone's 1933 "Monza" type Alfa Romeo with 2.6-litre engine winning the unlimited race at Asmara.

KEN CARTER (COOPER) WINS AT PICARDIE

HELD on a fast, triangular-shaped circuit of three kilometres length, last Sunday's G.P. de Picardie for Formula 3 cars at Amiens proved a Cooper victory for Ken Carter after Alan Brown and Les Leston both retired in the final.

Alan Brown (Cooper) won the first heat after his Ecurie Richmond teammate Eric Brandon had dropped back with clutch trouble. Ken Carter was second, followed by the Dutch Beels-J.A.P. driven by Pim Richardson, the German Scampolo driven by Ahrens, and Alan Moore's J.B.S.-Triumph. Sir Francis Samuelson, 62 years old, was racing at Amiens for the second time—the first occasion was in 1913 in the Cyclocar G.P.

With Leston's Cooper and André Loens (Kieft) in the front row, the pace in Heat 2 was hot from the start. Leston took the lead with Loens at his tail until gearbox trouble pushed the latter right back. Brise's Arnott-Norton followed Leston into second place, with Alan Rippon and Maurice Lambert, both in Coopers, next home.

After much hurried preparation while the motor-cycle racing was "on", 15 cars were marshalled to the rolling start for the 25-lap final. They were A. Brown, Leston, Carter, Rippon and Lambert with Coopers, Richardson (Beels), Ahrens (Scampolo-BMW), Moore (J.B.S.), Liagre and Charrier (DB-Panhard), Loens (Kieft), Bossaert (Zundapp Spl.), Hanlet (Telna-J.A.P.) and D. Taylor and J. Brise (Arnotts).

On round one Brown led Carter, Leston and Brise. Ahrens spun his Scampolo at the first corner, later complaining that three British cars baulked him. Leston passed Carter, and a fierce struggle for the lead ensued between Brown's Beart-tuned car and Leston's Lancefield-tuned one. After 10 laps Brown stopped with a broken universal

joint and no brakes, but Leston's lead thereafter was very brief, a con-rod popping out of the crankcase, letting Ken Carter up into first place. Loens was now second, but unhappy with a defaulting clutch, and Pim Richardson (Beels) fought spiritedly with Alan Moore until the latter retired.

Carter won—and was lucky to finish because somebody forgot to put enough fuel in his tank. As for Loens, he limped home third, smothered in oil and with smoking clutch.

GERARD CROMBAC

RESULTS

Heat 1 (25 laps): 1, A. Brown (Cooper-Norton); 2, K. Carter (Cooper-Norton); 3, P. Richardson (Beels-J.A.P.); 4, Ahrens (Scampolo-BMW); 5, A. Moore (J.B.S.-Triumph); 6, Hanlet (Telna-J.A.P.); 7, D. Taylor (Arnott-Norton); 8, Sir Francis Samuelson (Cooper-Norton); 9, P. Swaelens (Cooper-J.A.P.); 10, E. Brandon (Cooper-Norton).

Heat 2 (25 laps): 1, Les Leston (Cooper-Norton); 2, J. Brise (Arnott-Norton); 3, Alan Rippon (Cooper-Norton); 4, M. Lambert (Cooper-Triumph); 5, F. Liagre (DB-Panhard); 6, Charrier (DB-Panhard); 7, Bossaert (Zundapp Spl.); 8, A. Loens (Kieft-Norton); 9, G. Buytendijk (Cooper-J.A.P.); 10, Weeke (Weeke-J.A.P.).

Final (25 laps, 60 miles): 1, K. Carter (Cooper-Norton), 41 mins. 20.1 secs., 66.78 m.p.h.; 2, P. Richardson (Beels-J.A.P.), completed 24 laps; 3, A. Loens (Kieft-Norton), 24; 4, D. Taylor (Arnott-Norton), 23; 5, F. Liagre (DB-Panhard), 23; 6, Ahrens (Scampolo-BMW), 23; 7, Charrier (DB-Panhard), 23; 8, Hanlet (Telna-J.A.P.), 22; 9, A. Moore (J.B.S.-Triumph), 19; 10, M. Lambert (Cooper-Triumph), 18; 11, A. Brown (Cooper-Norton), 14.

Technical and Otherwise

by John Bolster

THE 270 OFFENHAUSER

WHAT is the most efficient racing engine that has been produced? There might be many answers to that question. Standing very high among the claimants, however, is that remarkable power-unit, the 270 cubic inch Offenhauser. For high specific output, a most admirably shaped torque curve, remarkable fuel economy, and reliability, this motor takes a lot of beating. Let us examine its main features, and see how these results are attained.

I must make it perfectly clear that I could not have written this story without the help of various American publications, of which *Hot Rod Magazine*, and its technical editor, Don Francisco, provided the bulk of the information. I have also to thank James Fitchette of Oklahoma for his help in this matter.

The history of the big four-cylinder engine started way back in 1931, when Harry Miller, renowned racing car constructor, built the prototype. It was of 255 cu. ins., but in other respects it was largely similar to the 1952 production. In 1932, the Miller Co. went bankrupt, but in 1933, Fred Offenhauser took over. He enlarged the motor to 270 cu. ins., but made no appreciable changes, even using all the same patterns. The Meyer and Drake Engineering Corporation was founded in 1946 by Louis Meyer and Dale Drake. They are now the manufacturers of the "270 Offy", and all the machining is done in their shops.

The engine can be supplied with two bore sizes and

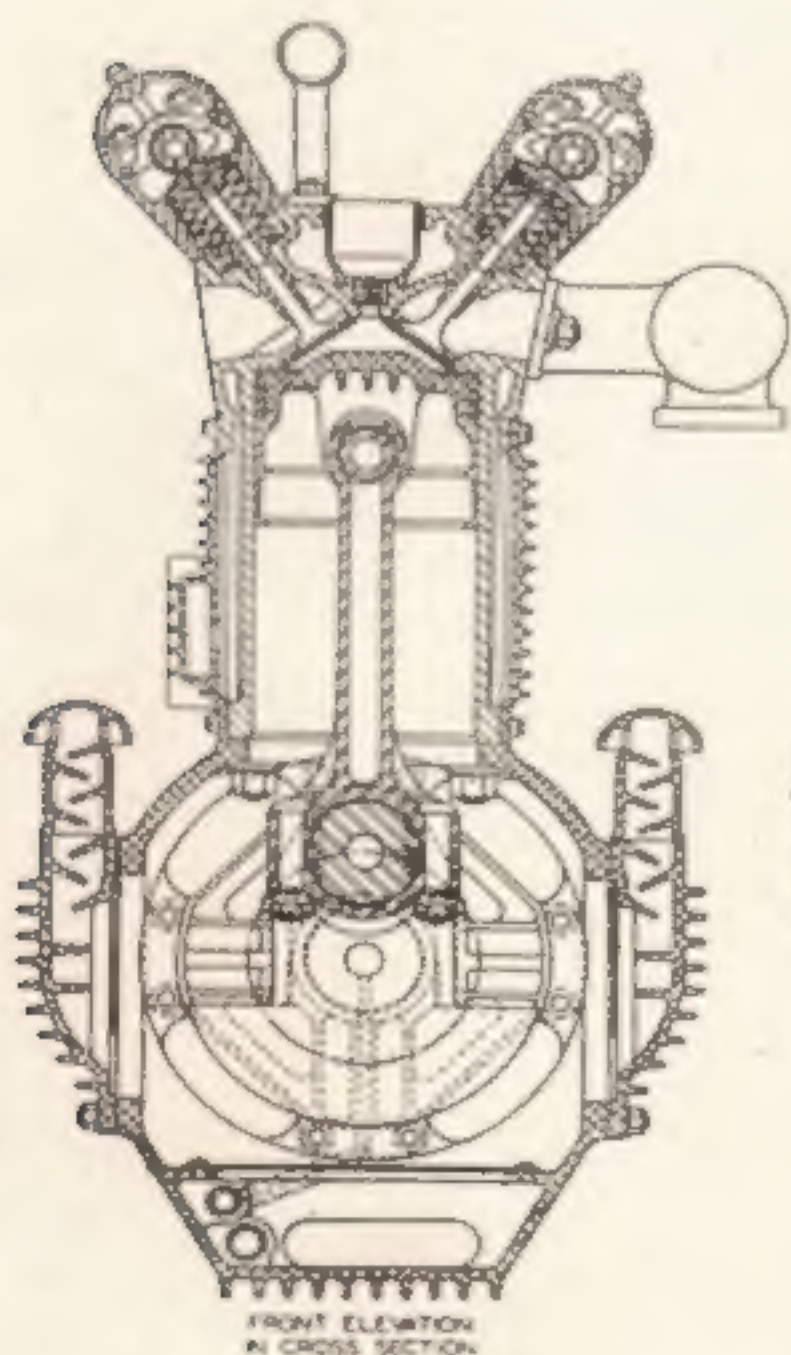
three crank throws. The bores are $4\frac{1}{8}$ ins. or $4\frac{1}{2}$ ins., and the strokes $4\frac{1}{2}$, $4\frac{3}{4}$, or $4\frac{7}{8}$ ins. One can therefore choose from four different stroke/bore ratios, all of which come inside the 274.6, or $4\frac{1}{2}$ litre, limit. The available sizes are $4\frac{1}{8}$ ins. x $4\frac{1}{2}$ ins. (270.02 cu. ins.), $4\frac{1}{8}$ ins. x $4\frac{3}{4}$ ins. (263 cu. ins.), $4\frac{1}{8}$ ins. x $4\frac{7}{8}$ ins. (270.60 cu. ins.), and the "square" dimensions of $4\frac{1}{2}$ ins. x $4\frac{1}{2}$ ins. (263 cu. ins.). The original, and most usual, size is the first, and that is equivalent to 109.5 mm. x 117.5 mm. (4,425 c.c.). The standard compression ratio is 13.2 to 1, but up to 14.5 to 1 can be managed.

Of nickel cast iron, the cylinder block is normalized before it is machined. The block and head are in one piece, and there are 16 studs and 2 dowels projecting downwards from the bottom flange. After rough boring the studs are fitted, and the final boring is then completed. In addition to the studs, there are two tension rods from the head to the bellhousing, to help hold the block down. The four cylinders have their centres 5 ins. apart, and the open-sided casting has ribbed aluminium water plates on both sides.

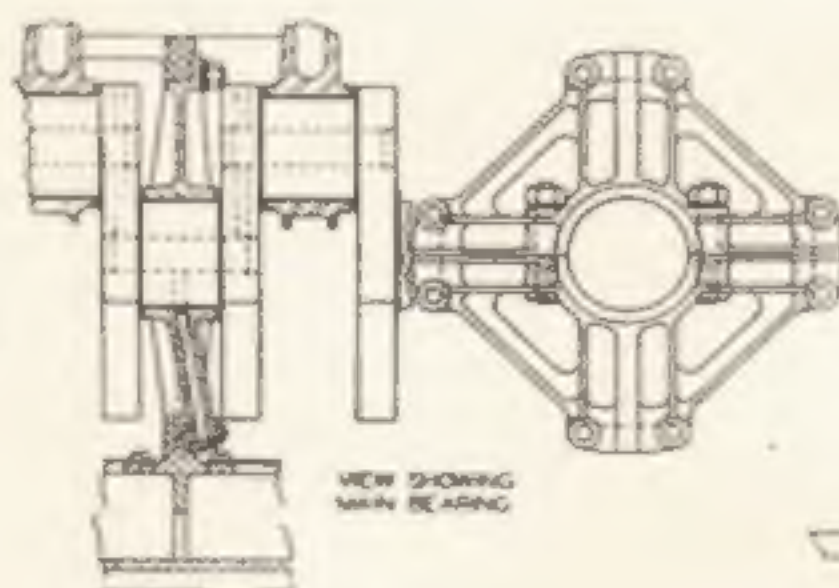
The aluminium crank case is of barrel type. The front main bearing is carried in the case, but the other four are supported in bronze diaphragms, bolted up to flanges. They are split for assembly, and are fitted with steel-backed bearings. There is no removable sump, and the bottom of the crank case is ribbed for cooling and increased rigidity. All access for building up the motor is gained through four hand holes in each side of the casting, and these are subsequently covered by light alloy cover plates, which both incorporate two large breathers.

Machined from the solid, the five-bearing crankshaft is of chromium-molybdenum-nickel steel. The main bearing journals are of $2\frac{1}{2}$ ins. diameter, and the big ends $2\frac{1}{2}$ ins. Each shaft is magnaflux inspected and dynamically balanced. The clearance between bearings and journals is set at .002 ins., and the dry sump lubrication system operates at 80 lbs. per sq. in.

The connecting rods have the same steel specification as the crankshaft. They are tubular in section, as is the fashion at Indianapolis. The particular stress reversals that this track produces are noted for breaking rods, and it is common practice to convert European



End section and constructional details of the 4-cylinder, 4½-litre (270 cu. ins.) Offenhauser engine.



engines to the tubular type. The ones in the Offenhauser have bronze small end bushes and steel-backed inserts for the big ends. The caps are secured by two $\frac{1}{2}$ in. bolts, ground to size, and with ground aircraft type threads, 24 to the inch.

The aluminium alloy pistons have straight round solid skirts. Their clearance in the bores is .015 in. They have three rings, and the arrangement is unusual. At the top, there is a $\frac{3}{32}$ in. plain compression ring, then a $\frac{3}{32}$ in. scraper in the middle groove, and finally a $\frac{5}{32}$ in. plain oil ring at the bottom. A raised central section of the piston crown "reflects" the shape of the pent-roof cylinder head, and this is relieved to give $\frac{3}{32}$ in. valve clearance at T.D.C. The $\frac{1}{16}$ in. floating gudgeon pins have aluminium end pads.

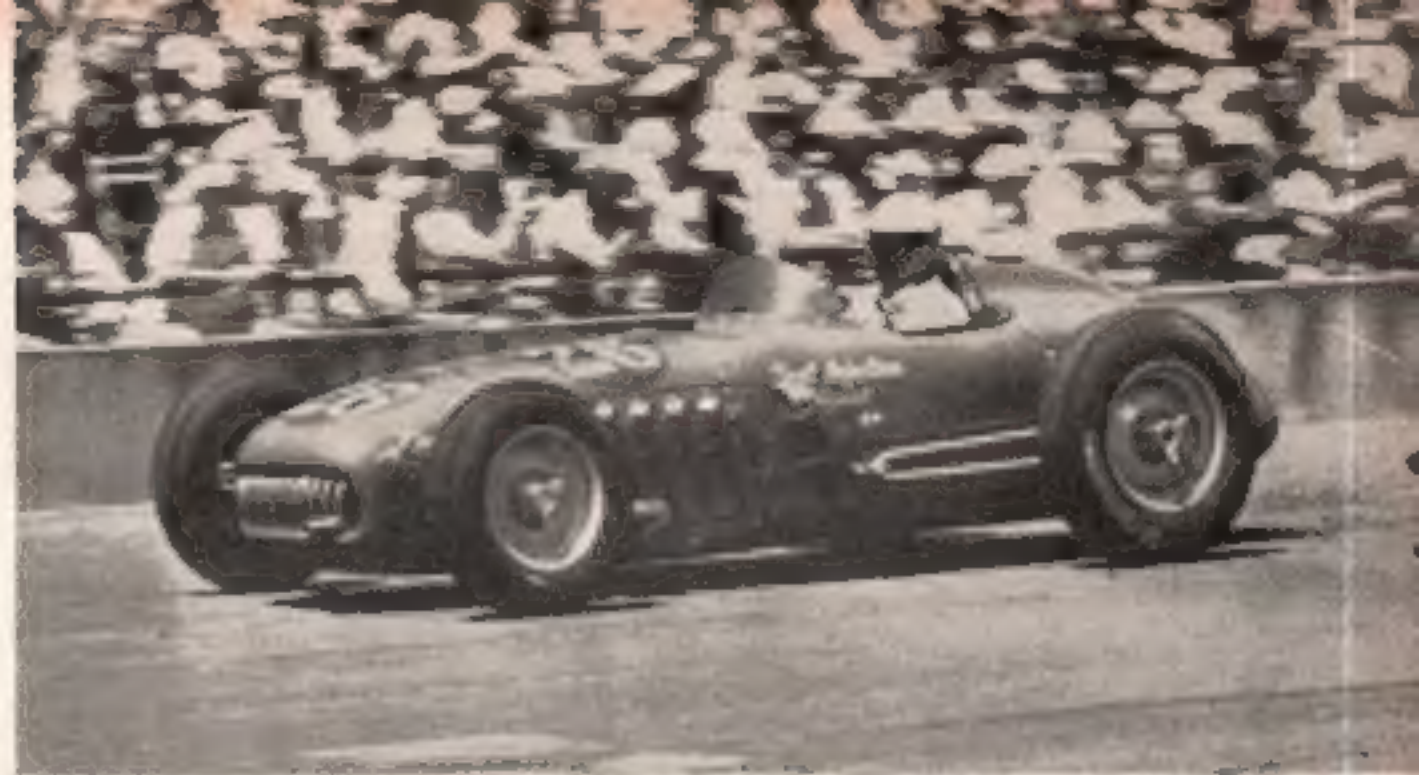
There are four inclined valves per cylinder, operated by twin overhead camshafts. All the valves are the same size, $1\frac{23}{32}$ ins. head diameter, with $\frac{7}{16}$ in. stems. The exhaust stems have .001 in. hard chrome surface. The double springs are enclosed in inverted pistons, which take the side thrust generated by the cams. A valve lift of .400 in. is provided. The camshafts run in five bearings in split aluminium housings, which are secured to the cast iron head by long studs. They are driven by a train of straight spur gears from the front of the crankshaft.

It is surprising how conservative the timing is. The inlets open 20 degrees before T.D.C., and close 52 degrees after B.D.C. The exhaust valves open 48 degrees before B.D.C., and close 16 degrees after T.D.C. There is one Champion R.11 sparking plug mounted vertically and masked in the centre of each cylinder head. They are fired 35 degrees before T.D.C. by a Scintilla aircraft-type magneto. This is driven off the second idler gear of the valve train by two spur and two bevel gears, a complicated but neat assembly.

Engines can still be supplied with four carburettors, but are usually fitted nowadays with Hilborn fuel injectors. These inject into the ports, and are fed at 35 lbs. sq. in. from a pump at the rear of the left camshaft.

Normal equipment includes a multi-plate clutch and two-speed gearbox, giving direct drive, plus a 1.9 to 1 low gear. A reverse can also be fitted if required by regulations. The engine, complete with all accessories and including gearbox, weighs 522 lbs.

A typical unit gives 338 b.h.p. at 5,000 r.p.m. At this speed, the power curve is still rising fairly steeply.



OUT IN FRONT: Bill Vukovich in the Offenhauser-engined Fuel Injection Special led the Indianapolis 500 Miles Race at record speed until he ran off the road near the end, letting Ruttman's Agajanian Special, also Offenhauser-powered, into the lead.

but as this represents a piston speed of 3,854 ft. per min. with the $4\frac{1}{2}$ ins. stroke, the makers do not recommend that the ultimate output should be explored. Much more important is the very great power given at the lower speeds; for instance, 200 b.h.p. at just under 3,000 r.p.m., and 300 b.h.p. at 4,250 r.p.m. Tremendous acceleration out of the four Indianapolis curves is the result, and that is why the "Offy" beats centrifugally supercharged cars, even though the best "blown" three-litres have at least 100 b.h.p. more to play with. Incidentally, it was the relatively poor torque curve of the twelve-cylinder Ferrari that made it an unsuitable power unit for this track. The drivers are far too busy to keep changing gears, and so the high torque of the big four is invaluable.

A few calculations on the back of an old envelope show that the piston area is only 58.4 sq. ins., and therefore the power output is no less than 5.8 b.h.p. per sq. in. This is a wonderful achievement, and proves that the breathing must be quite remarkably free. I imagine that the exceptional rigidity and low frictional losses must also contribute to this result, and certainly they must be largely responsible for the famed reliability of the unit.

The 270 Offenhauser is a very great engine, and it owes its success to careful development over the years, superb workmanship, and meticulous inspection and testing. Such methods of manufacture are never cheap, and the price is no less than \$6,000.

SCOTCH CORNER

By "AENEAS"

IN the days when he was competing in Scottish trials, George Murray Frame built up a reputation as a tidy performer who refused to become over-perturbed when misfortune threatened. We see him too seldom in Scottish events these days but his success in previous Alpine Rallies has again led to his being nominated as a member of the second of the two official Sunbeam-Talbot teams. It is to be hoped he will do well in company with the two American drivers John Fitch and Count Wojciech Kolaczowski. With the Sunbeam-Talbot's number one team, consisting of Stirling Moss, Leslie Johnson and Mike Hawthorn, the Sunbeam-Talbot marque should feature largely in the awards list.

THE problem of finding a suitable venue for a Saturday afternoon devoted to driving tests is always a ticklish one. The usually resourceful

Scottish Centre of the M.G. Car Club have found themselves beaten—largely because the committee were looking for a spot with a loose surface that would not be too sore on gearboxes—and, reluctantly, they have had to cancel their closed invitation event which should have taken place tomorrow. If any of my Scottish readers know of a place which is centrally located and available for events of this kind I am certain Douglas Mickel would be glad to know about it. His address is 12 North St. Andrew Street, Edinburgh, 2.

INTERNATIONAL Bo'ness is already attracting a good entry, and writing this just before the lists close I find there is a total of 64. Ken Wharton, complete with Cooper and E.R.A. intends to be there, as does Dennis Poore in his Alfa. P. J. Stubberfield and R. Fielding are attending in Bugattis and W. M. Baxter

will tackle Kinneil's famous slopes in a Lancia Augusta. It looks as though the event is one not to be missed; it is seldom that a Bo'ness event is without excitement but it will take a good one to bend Dennis Poore's record breaking climb of 33.9 seconds made in 1949.

JIMMY STEWART, a regular class winner in his Healey, has filled up his entry form for Bo'ness but whether he will get there or not is another matter. Instead of wearing out tyres at track events Jimmy is whiling away two of the happiest years of his life (?)—wearing out boots on a barrack square.

THE lads of the Lothian C.C. have found a new date for the sprint meeting which should have taken place on 15th June. The new date is 22nd June (this Sunday) and the place is the main drive of Riccarton estate, which lies one mile west of Edinburgh city boundary on A71. Start at 2.30 p.m.



THE SAGA OF THE ASTON MARTIN, PART IV

by DUDLEY CORAM

THE "ULSTER" 1½-LITRE

THE "Saga" has so far covered the development of the 1½-litre models commencing with the International and following on with the Standard, Le Mans and Mark II which were the main production types of the 12 h.p. Aston Martin from 1929 to 1936. Nothing has been said so far of the Ulster, which was in course of development during the latter half of this period, as it was felt that although not very many were made, the model had played such an important part in Aston history that it should be made the subject of a special article in this series.

D. C.

THE first "production" Ulster of which there is record is chassis number C4/403/s, with the registration number BML58, which is still motoring today with part of her body removed by some vandal. Actually this car was produced together with the team cars LM.14, LM.15, LM.16 and LM.17, three of which ran in the 1934 Le Mans in company with old LM.10 which was the guinea pig of the two previous racing years.

A glance at the right-hand portion

of the picture on this page of the work's team at the pits, before the start of the 1934 Le Mans 24 Hours race shows you "Mort" Morris-Goodall, A.M.O.C. President, contemplating the front end of number 21, which was driven by A. C. Bertelli. The gentleman in the white shirt is unidentified. Though the *équipe* was not very lucky on this occasion, the same three cars secured the Team Award in the T.T. later in the year.

The Ulster is virtually a Mark II in almost every respect, apart from its two-seater body, if one can accept a common specification for an Ulster. In actual fact, although I believe only 25 were made, including the team cars, nearly every one differed in some respect. Those that differed the most were, of course, the team cars which were lightened, more stiffly sprung or were in

receipt of engine modifications as the result of each racing experience.

The chassis of the Ulster was exactly Mark II, but the body was the first production two-seater since the last of the 1931 Internationals. The radiators were plain honeycomb—no shutters were fitted. In standard form the Ulster had no doors but was a starkish shell two-seater about eight inches narrower than the Mark II.

The cockpit contained two individual seats, the central extended gear lever (the handbrake was outside, in the vintage manner) and the very neat dashboard of essential instruments—rev. counter, oil gauge, rad. temperature gauge, ammeter, oil temperature gauge, and clock. The left-hand section of the panel carried eight toggle switches "in line", one for each of the magneto, the electric fuel pumps, the dynamo and the five lights—all independently wired and fused. The throttle was fixed; there was no choke and the ignition lever was located at the end of the steering column and had an eight-inch long "finger" that could be radiated with the right thumb

THREE "ULSTERS" AT LE MANS: (Top) Pre-race line up in 1934. Team drivers were: No. 21, Bertelli/Penn Hughes, No. 22, Fotheringham/Appleton, No. 23, Morris-Goodall/Elwes. To the left is LM10, a 1933 car, not an "Ulster".

without releasing one's grip of the wheel. Most of these ignition controls were spring loaded so that after being depressed to retard the engine they would return to normal advance setting as soon as released.

The body lines of the Ulster were sleek and neat although the design was in the main functional. The full cycle wings were retained as in previous models but were cut back to the limits of the "one-third to two-thirds" ruling and were of aluminium instead of steel. Some of the team cars had additional fillets to the outer edge of their wings which were added at the last minute in 1935 when it was discovered that the narrow wings infringed the Le Mans regulations.

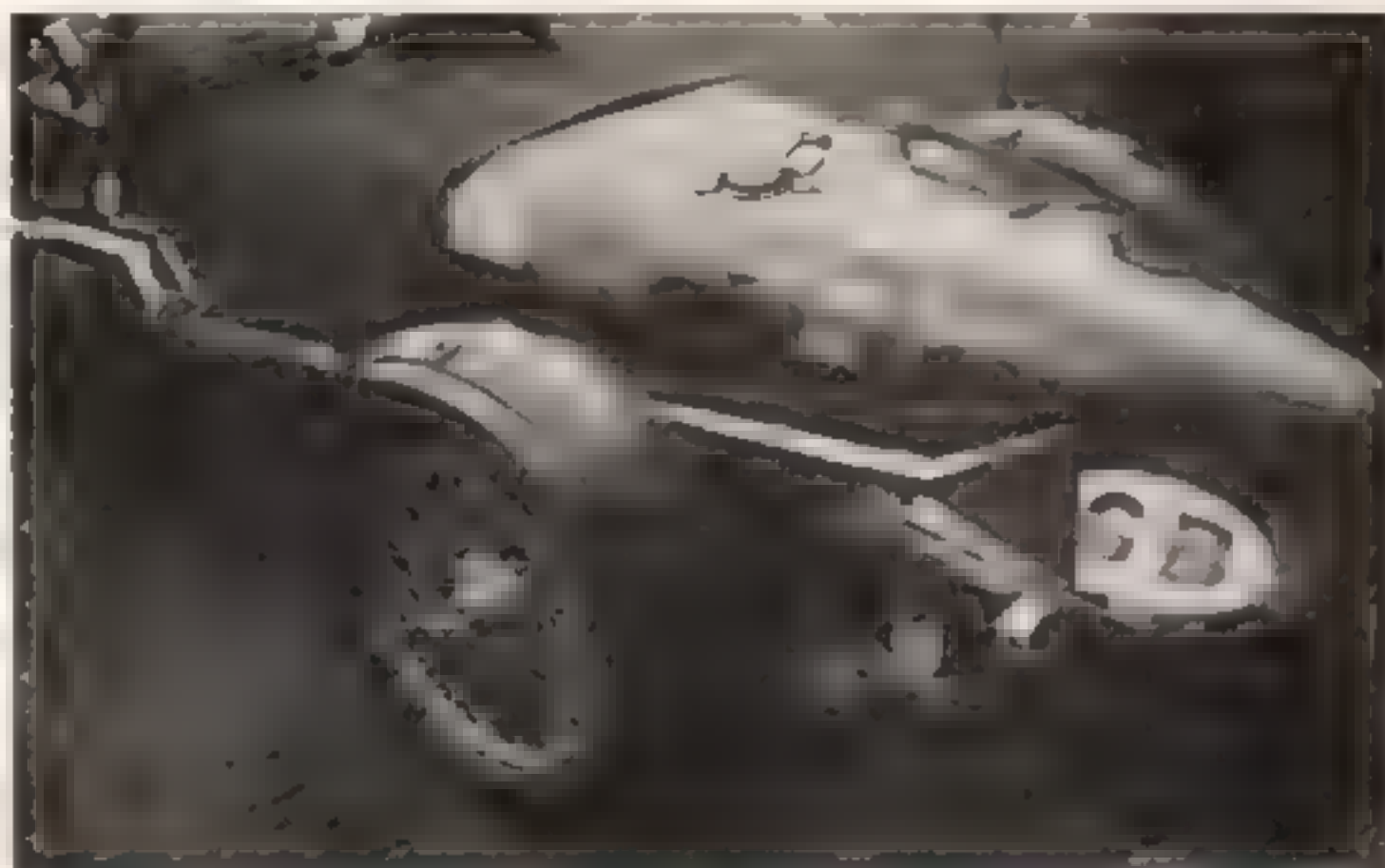
The spare wheel mounting—on a platform lying in the horizontal position to the rear of the axle banjo—was the indirect reason for the attractive bulge and curve of the tail. Between the spare wheel and the driver and passenger seats there was nothing but tank, a 15-gallon affair with twin three-inch quick

filler caps protruding through the shell body. The finish of the whole body and fittings was usually B.R.G. or a colour to order and all fittings such as the windscreen, radiator shell and lamps were enamelled with the car, to avoid glare reflection at night. Plating was not favoured unless specially ordered.

Outwardly the engine resembled the Mark II in every detail with the exception of the larger carburettors and the four-branch exhaust manifold which lead to the Brooklands type silencer and thence straight to the tail above the rear axle. Actually

there was not much difference inside but what there was put on about 15 miles an hour in top to the Mark II engine.

The Ulster engine specification, if, as I said before, one can accept a common specification for the model, consisted in the main of a compression ratio of 8.5 to 1 (in the case of the team cars), a "stepped" head, high compression domed pistons, special con rods and larger carburettors. The carburettors were still two S.U.s but were of 14 diameter air inlet with larger "domes" and float chambers.



(Right) "Some of the team cars had additional fillets to the outer edges of the wings . . . the spare wheel mounting was the indirect reason for the attractive bulge and curve of the tail. (The unpainted glass of blister is non-standard.)"

(Below) Silverstone, 1950—"Only 25 Ulsters' were made, nearly every one differing in some respect."





BOL D'OR 1951 Ivor Robertson's beautifully turned-out 'Ulster' which finished second to Scaron's Simca in the 1,500 c.c. class.

Team cars had the close ratio racing gearboxes with a straight tooth 4.1 back axle sometimes fitted, although the more common ratio was 4.44 with a 5.63 third, a 7.1 second and an 8.95 to 1 first. With the 4.1 axle 110 m.p.h. was obtained at 5,500 r.p.m.

The camshaft was as the later Mark II, but a number of the team cars were fitted with the now much sought after R.209 which made a noticeable difference to the acceleration figures. The hollow crankshaft was of special design by Laystall with direct fitting con rods and larger mains. The con rods on all Ulsters were originally the reinforced type but many have since been re-fitted with the new pattern Friary rods which are now recommended for all "one-and-a-halfes" revving over 4,000.

The non-standard features that are to be found on some of the team cars are: drilled chassis, drilled brake drums, bronzed and stepped heads, extra long inlet valves, ultra low radiators with forward sloping bonnets, and wire gauge main wind-screens—all of which came from race experiment and experience.

Cars with chassis modified by drilling were accepted for Le Mans, but the T.T. regulations stipulated that chassis and bodies remain exactly standard, and one year all three "works" cars had to be stripped and rebuilt on to undrilled standard chassis between Le Mans and the T.T. later in the year.

Although the standard body was a two-seater a few chassis were fitted with the Mark II type 2/4-seater body to special order.

With the Aston Martin Owners' Club 1952 Register of Aston Martins as the authority, I give you the chassis and registration numbers of the known Ulsters:—

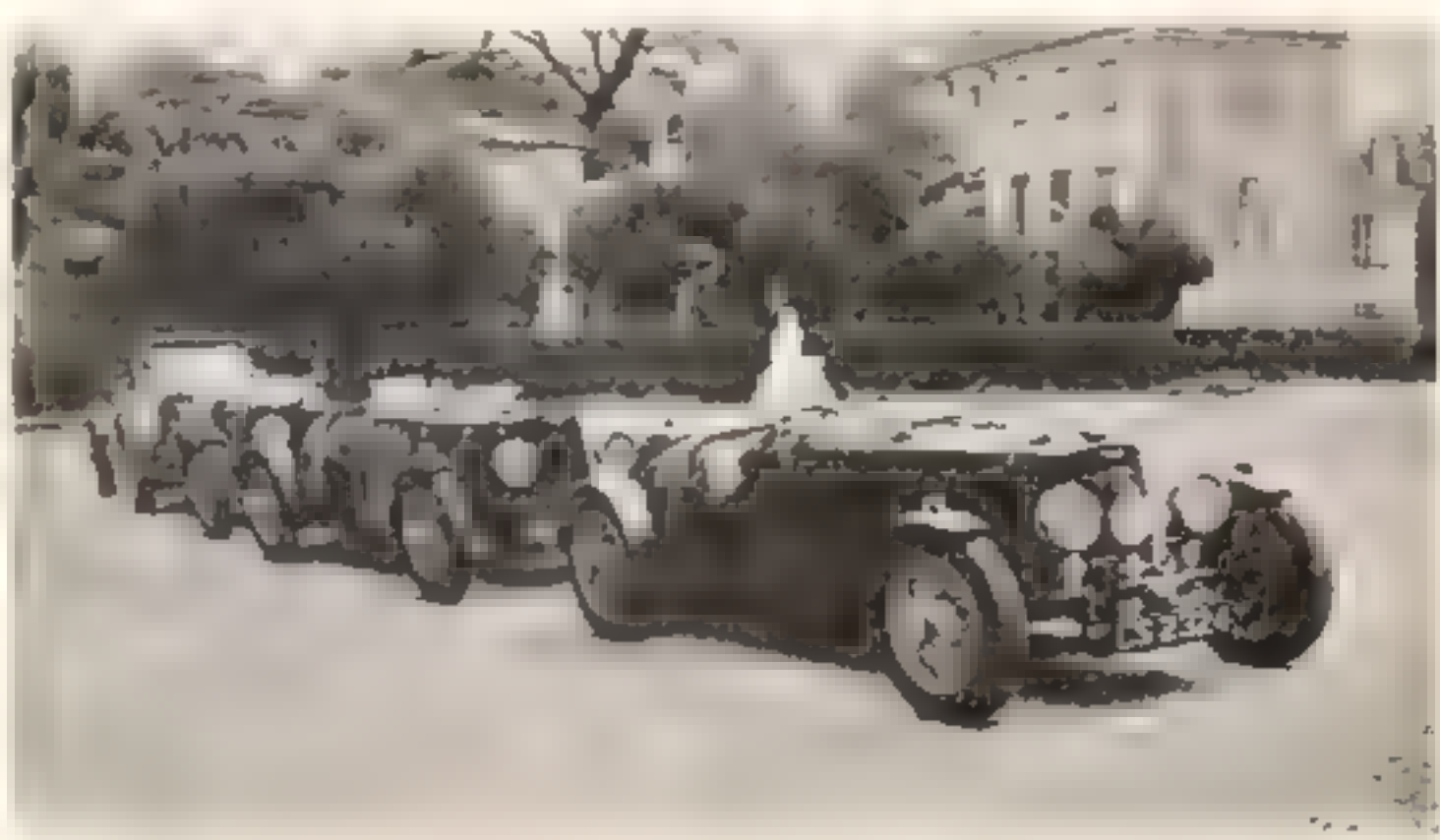
TEAM CARS: LM 14 (BJJ 527), LM 15 (BML 328), LM 16 (BML 329), LM 17 (BML 327), LM 18 (CMX 601), LM 19 (CML 721), LM 20 (CML 720), LM 21 (RML 230).

PRODUCTION CARS: C4 403 S (BML 58), F4 444 U (BYE 526), K4 509/U (BNE 433), F4 525/U (DJA 554), A5 544 U (CMP 378), A5 537 U (CML 719), B5 549 U (CMC 614), B5 551 U

(CMP 934), B5/555/U (CS 2324), C5 558 U (CHX 256), C5/559/U (BLU 666), C5/561 (Reg. No. unknown), G5 564/U (AKU 991), D5/570/U (CMP 764), E5/575/U (DGH 836), G5 588/U (CMX 743) and J5/591/U (JK 5397).

The date of manufacture of the last car was October, 1935, there being eight team cars and, as far as can be ascertained, 17 production cars.

This concludes the "Saga" as far as the 1,500 c.c. cars are concerned and if you and the Editor will bear with me, I will continue in the near future, with the 2-litre models (Standard and Dry Sump), and also tell you something of the "Specials".



SLEEK AND FUNCTIONAL Three 'Ulsters' outside the Hotel de Ville, St. Germain, before last year's Bol d'Or

CORRESPONDENCE

Tewin Water and S. G. Greene

I NOTE from your report in a recent issue of AUTOSPORT that at Tewin Water Sprints on Whit Monday, S. G. Greene (the one-armed driver) was not permitted to run, as this was a public meeting. The feelings of this driver at such a decision can be well imagined in view of his long experience and, judging by results, very successful efforts in these events. I have attended many meetings, and seen the aforementioned driver handle his car. Why bar this particular driver when there are still others whom I have noted are not 100 per cent. fit in limb?

Again, as an ordinary member of the public, paying, or not, I find notices all over the course, in the programme, and printed on all pass tickets to the effect that the Club, etc., etc., are not responsible for any injury, death, or damage. Surely this in itself covers a driver such as S. G. Greene; after all, one assumes that he drives a car to and from meetings, the danger, I would consider, being far more than the 440 yards dash at Tewin Water.

In conclusion may I wish him luck, and hope that some of his competitors will start some stirring up on his behalf.

F. G. BURROWS

NEW BECKTON, E.6.

Racing in Australia

FORGIVE me for referring so far back to your issue of 31st August, 1951, but I am afraid Russell Lowry's Australian friends gave him the "wrong drum" about racing in this country. Fisherman's Bend is not our main venue for competition, nor is it a hill-climb. It is an airfield circuit where racing is held on the main runway and is therefore greatly inferior to your circuits which use perimeter roads.

The other tracks in this country, however, are extremely good, Bathurst in particular ranking with the best in the world. In less than four miles it includes every type of bend and corner, plus a downhill straight where speeds of 150 m.p.h. can be reached.

As Mr. Lowry says, British sports-cars hold the field, but only the sports field. The fastest car in the country at the present time is the ex-Chiron Lago-Talbot, now owned by Doug Whiteford. On Easter Monday this machine won the Australian Grand Prix by a margin of two laps on the Bathurst course. On several occasions, however, this car has been beaten by an Australian-built special, the Maybach, built around the engine of a captured scout car. Probably the fastest home-built road-racing special in the world, it made fastest time of 141 m.p.h. through the timed quarter-mile at Bathurst.

At most Bathurst meetings, races for saloon-cars are held, and these are invariably won by Continental "bread and butter" models. However, the only regulation governing engines are that all modifications must be disclosed and all cars must be able to run on Pool petrol as supplied by the organizers. As the first car home, a Fiat 500, which was excluded incidentally for undisclosed modifications, reached a speed of 78 m.p.h., it will be seen that these can never be classed as stock car races.

Many Coopers are now reaching this country (six ran in the Australian G.P.) and are being found hard to beat on the shorter circuits.

Best wishes to AUTOSPORT and to John Bolster for his very readable articles.

RALPH M. ULADLEY.

HOMEBUSH, N.S.W.

Trials Regulations

IN supporting F. Dennis Dent's plea for revised regulations, I am wondering how many other people have had a similar experience to myself.

I decided to have a go at trials after the war, and started off with a very old Austin 7. I gained some experience but no success. Allards were then sweeping the board and I decided that I must have a V-8 at all costs, so proceeded to build a special.

To those who think that a Special is "cheap" I would mention that mine took many months of hard work and cost approximately £550. By the time she was finished the days of the big cars were over, and having entered in two or three

events without success I was glad to get £150 for her with less than 1,000 miles on the clock.

I have nothing against Specials and admire some of them very much, but I must point out that the majority of these are built by skilled engineers, often at considerable cost, and designed by men with vast trials experience. Many of the best known exponents have a new or much modified car every season. I do not think that the novice has much chance in this field.

Having read C. A. N. May's "Wheelspin" for the umpteenth time, I am convinced that the years 1935-39 were about the happiest for Trials. The ordinary fellow could go out and buy an M.G. or similar car and get in on trials straightaway, his hope of success depending on his own skill as a driver. About the only modifications were locked differentials, competition tyres and possibly blowers, and I should like to see all these things come back.

There are many good old pre-war sports-cars going at a reasonable price today and if regulations could be framed that a car must have its original-type engine, chassis and body, engine and seating position as designed by the makers, but that any type of uning tyres and the provision of a blower were allowed, I think that trials would have a far greater following than they have today.

After all, there must be hundreds of chaps like myself who are longing to have another go, who do not want a Special, but who cannot think of a standard car at a reasonable price which will fill the bill as things stand today. Of course, Dennis Dent is right about present events being subsidized by people who cannot compete—I have ceased to be a member of three clubs this year, much as I regret having to do so.

Lastly, I think it is a pretty bad show to arrive at a Reliability Trial with your car on a trailer, towed by a large and comfortable saloon, and I think this is something which should be stopped straightaway.

N. E. BARNER.

EAST PRESTON, SUSSEX.

The A.R.M. Game

IN reply to Ivor Smart (30th May) who suggests a four-wheel-drive A.R.M., I would like to suggest that, although the four-wheel-drive car has some advantages, it does not possess the adaptability to different circuit conditions that the conventional rear-wheel-drive type does.

Mr. Smart admits that there will be a decrease in efficiency and an increase in weight of the transmission, which should be balanced by an increase in acceleration. I am inclined to think that this would not justify itself, and that it would be purely a further complication which should be avoided at all costs.

The problem of suspension for a four-wheel-drive car is not as easy to solve as the suspension of a rear-wheel-drive type. I think a swing axle at the front and a de Dion rear axle with parallel radius arms, *à la* Ferrari, is the best combination.

As Mr. Smart says, Professor von Eberhorst has shown, theoretically, the advantage of four-wheel-drive on a fast track. It would be very expensive indeed if the A.R.M. were to run satisfactorily only on a limited number of fast tracks.

Another point is that the steering and control of four-driven wheels would be much more difficult for the driver than the conventional layout. The problem that faced Auto Union, that of having to re-educate the driver to a different system, is going to happen once more.

As regards the engine, I support Mr. Smart in his suggestion of a four-cylinder design. This type gives better torque in its bottom and middle ranges and it also follows the policy of making everything as simple as possible. Ferraris have decided on better torque in preference to maximum power in changing their 2-litre car from a V-12 to a four-cylinder, and it appears that in this respect the A.R.M. might well hitch its wagon to a star.

DAVID FARMER

ALLESTREE, DERBY.

The Morecambe Rally

THANK you, Mr. Gott, for noting my error. In the bleary-eyed hours of the morning an "r" did creep into "county" I will transfer the black mark in my last sentence to my own account.

DENIS A. WILKINS.

LONDON, S.W.12.

MERCEDES-BENZ won the 20th Grand Prix d'Endurance at Le Mans in a last hour drama when victory appeared almost certain for Pierre Levegh and his Talbot.

British hopes received an early set-back, when all three Jaguars retired with overheating troubles, to be followed by the elimination of the DB3 Aston Martins, and the two Allards. Of the British entries directly interested in the Grand Prix d'Endurance, only the Nash-Healey driven by Leslie Johnson and Tommy Wisdom managed to finish

—in third place, a really creditable performance. This car was also runner-up for the Rudge-Whitworth Biennial Cup.

A Jowett Jupiter won the 1½-litre class for the third year running, Marcel Becquart and Gordon Wilkins repeating their 1951 success.

It was a Le Mans of records, both in attendance (over 180,000 paying spectators), and in the distances covered. The Lang-Riess Mercedes, in achieving 3,733,780 kilometres, beat last year's Jaguar record of 3,611,193 kilometres in the 24 hours.

the cars to suffer from insufficient cooling at high speeds. Right till the last moment, Jaguar mechanics worked in an attempt to cure this trouble, and larger radiators were fitted to the Moss-Walker and Hamilton-Rolt cars. The Whitehead-Stewart machine gave least signs of running hot, and was not modified.

None of the four Alfa Romeos entered appeared. Apparently the Milan concern was not too happy about the reliability of the new 2.9-litre "Flying Saucers", and, as is now well-known, the "1,900" does not show up too well in competition with the *Gran Turismo* Lancias. Spain's Pegasos were also non-starters, the steering and wheel-flap problems not being fully solved. Another non-starter was the streamlined Renault which is also believed to suffer from overheating troubles.

In practice all three Mercedes-Benz 300SL coupés were most impressive. One car was fitted experimentally with an air-brake, but this was not used on race-day. Owing to the injuries to Caracciola and Fagioli, the third car was taken over by Helfrich and Niedermayer, both drivers with good records in German national sports-car races.

The town of Le Mans was the scene of its greatest-ever invasion. On the

For weeks people had talked of the prospects of the 1952 Le Mans 24 Hours Race. Never has such space been given in newspapers to a motor-race, and one lost count of the number of special editions put out by the local and National French Press.

There was, of course, the usual crop of rumours during practice. Ascari in the 2.7-litre Ferrari was credited with laps varying in speed from 107 to 111

m.p.h., whilst the 1½-litre Porsche was said to have achieved a lap at around 100 m.p.h.

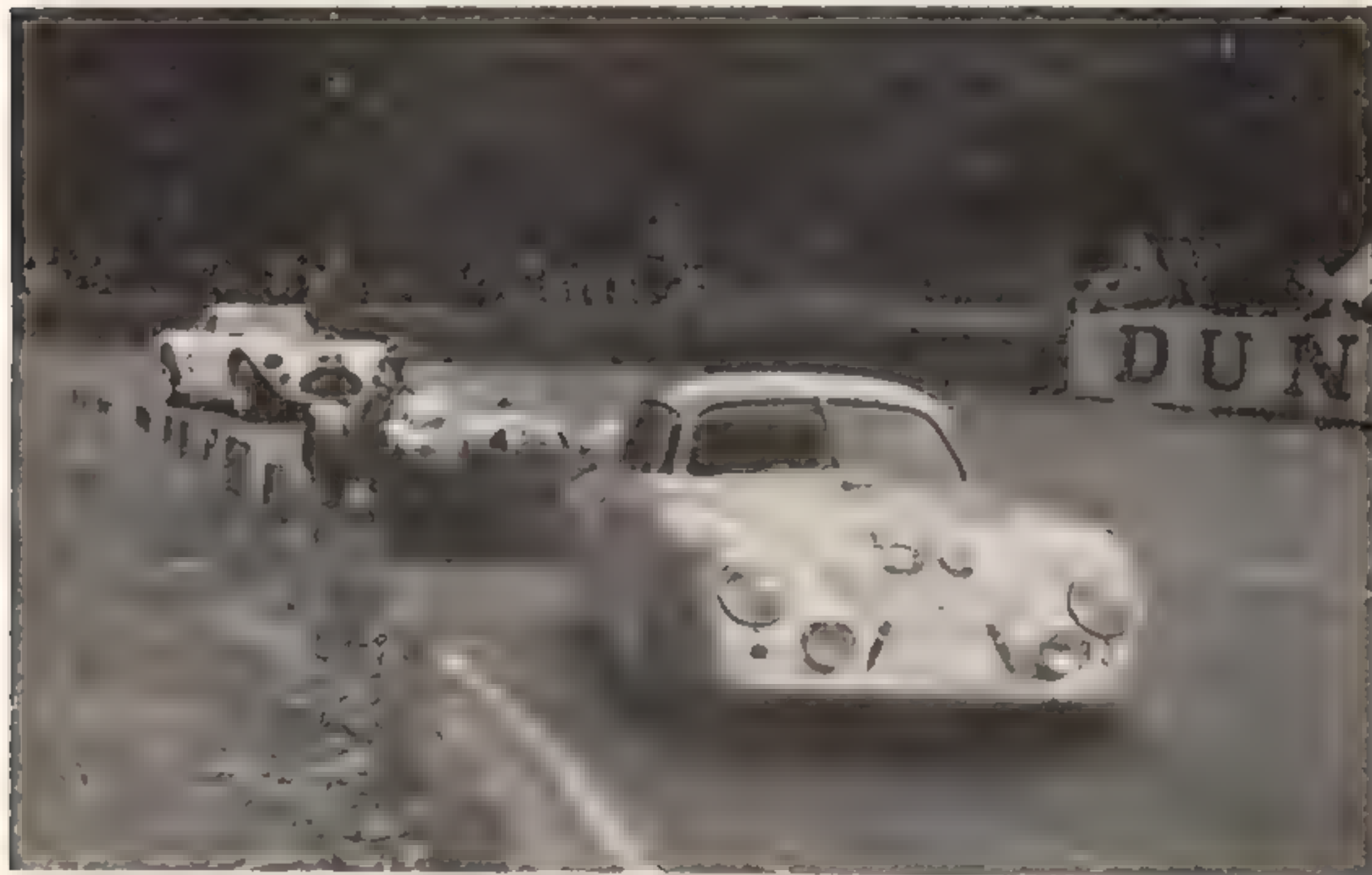
However, there was one thing certain and that was the overheating problems which beset the latest Type C Jaguars. A low frontal area was achieved by sloping the radiators and carrying the header tank in the sponson, and the rather small air-intake tended to cause

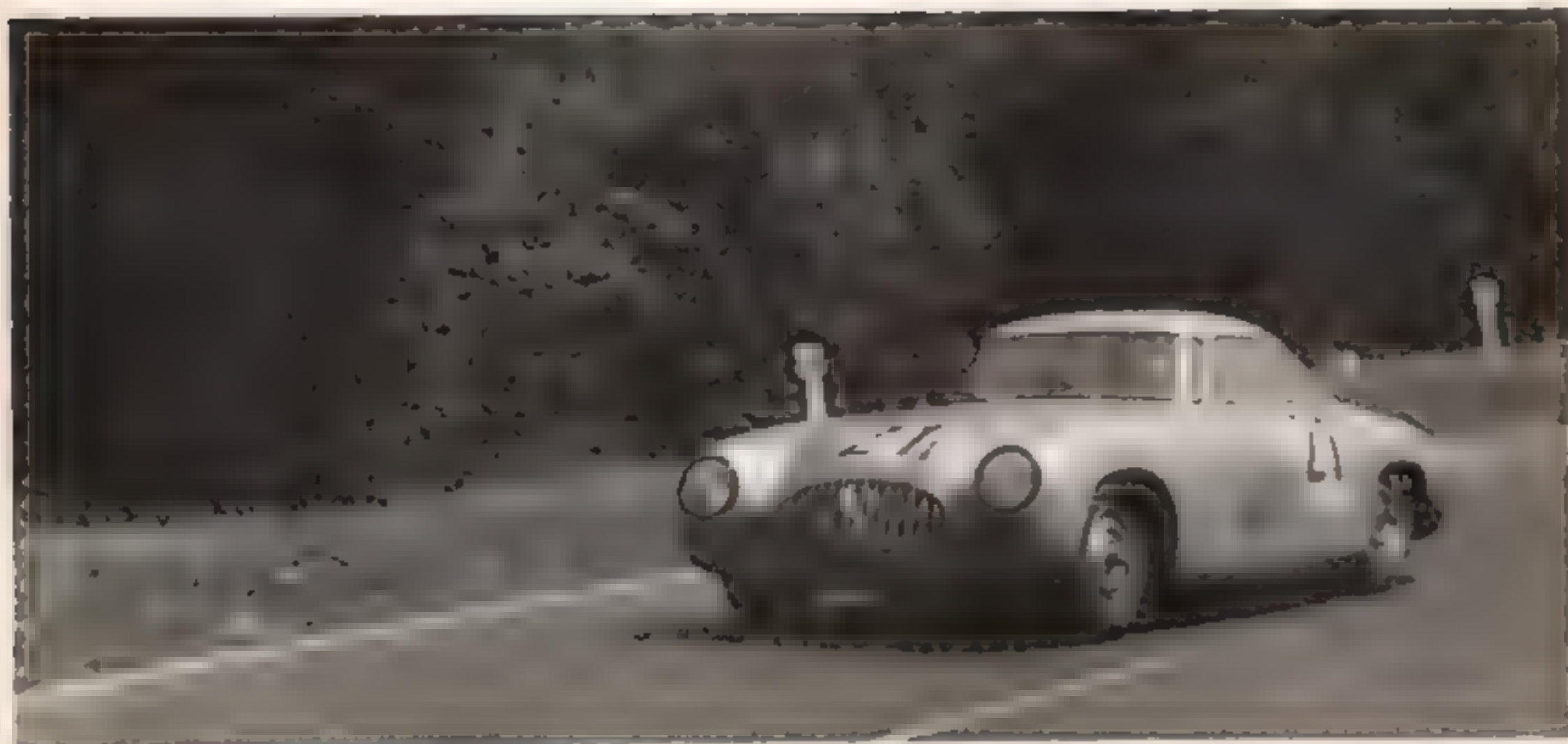
THREE CARS, THREE COUNTRIES
Veutlet's Porsche and Becquart's Jowett Jupiter, both class winners, lead Phil Walters in the American Cunningham coupé during the early stages of France's great endurance race

LE

MAN'S —

**Victory for Mercedes—Cruel Luck for Gor
Nash-Healey Takes Third Place — A**





1952

dini and Talbot— Race of Records

eve of race-day there were many odd happenings. For example, a certain well-known driver paid several visits to hotels to see his friends—clad only in a dressing gown.

At 4 a.m., the three occupants of an A40 Austin were busy trying to erect a tent in the centre of the Place de la Republique. They were quite crestfallen when they discovered the impossibility of driving tent-pots into tarmacadam!

AUTOSPORT's chief photographer, George Phillips, was being grossly overcharged in an hotel near the A.C.O. This developed into quite a thing. So many complaints were received, that the gendarmes eventually sealed off the hotel, till the proprietors agreed to modify their prices. This practice is on the increase, and it is to be hoped that the civic authorities of Le Mans will take steps to prevent victimization of visitors to the 24 Hours Race.

These remarks also apply to many restaurant proprietors, who made ridiculous charges for meals, ample dinners, in some cases, coming out at over 2,000 francs—without wine!

However, many well-established hotels did not take the opportunity of fleecing guests. We are glad to relate that the Hotel des Iles, amongst others, was still extremely moderate in its charges. Gruber's was, of course, still Gruber's. No Le Mans would be quite the same without this famous meeting-place.

The restaurant is a happy hunting ground for photographers, and the general public congregates to watch well-known racing folk at the tables.

It is curious how often one particular car catches the fancy of sightseers. On

the Friday before race-day, the Place de la Republique was packed with sleek sports-cars and the latest passenger vehicles. Yet Edward Wheeler's little 1922 Talbot "8" attracted a vast gallery of onlookers. A new twin S.U. carburettor lay-out gives the veteran an astonishing amount of steam. Amongst those who were taken for a run round by Wheeler were Jackie Coogan's brother Bobby—American press photographer and Basil Cardew.

Memories of past Le Mans races were recalled at the sight of Sammy Davis standing near Stanley Sedgwick's immaculate "41" Bentley.

Amongst trials folk, some due to compete at Annecy on 22nd June, were to be seen Reg and Peggy Phillips, Mike Wilson, Dennis Dent, "Goff" Imhof and various members of the London M.C.

Many people were paying their first visit to Le Mans, amongst them being publisher Harold Marshall and his wife. The American press invasion was considerable, and included journalists Ruth Bentley and Bill Callaghan.

Alberto Ascari brought more reassuring news of Fangio who lay in hospital at Monza following his crash, suffering from a fractured vertebra in the spinal column. Ascari related his frightening experience at Indianapolis, when his Ferrari had a wheel collapse at high speed.

George Abecassis's place in the Aston Martin team was taken by Empire Trophy winner Pat Griffith, and Michael Keen took Jack Scott's place in Peter Clark's DB2 saloon. The withdrawal of Alfa Romeo and Pegaso meant that all reserve entries were called, including Maurice Gatsonides who hurriedly repainted his Jupiter a brilliant orange colour. Ascari and Villorossi were to drive Bracco's Mille Miglia-winning 2.7 litre Ferrari, an open two-seater "27" being handled by Tom Cole and Pagnibon. Rosier's Talbot was withdrawn, the "équipe" deciding to concentrate on the 4.1-litre Ferrari, to be shared by Louis himself and Maurice Trintignant.

GERMANY'S TRIUMPH The 300SL Mercedes-Benz, driven to victory by Hermann Lang and Fritz Riess at the record speed of 96.61 m.p.h. Hellrich and Niedermayer in a similar car were second.

A BRILLIANT sun looked down on magnificent scenes of preparation for the start of the 24 Hours Race. As the magic hour of 4 p.m. approached, the crowds became greater and greater. Long queues of cars lined up to enter the car parks, and the many restaurants and bars were besieged by thousands of hungry and thirsty folk.

Over in the pits, drivers were trying to look and feel calm and collected. Up in the press tribune, journalists and photographers from all over the world tried to do their work hampered by the various deadheads who always manage to break their way past even the most vigilant gatekeepers.

The Jaguars did not look their usual trim selves, a certain amount of last-minute tin-bashing giving the front-ends a slightly second-hand appearance. Aston Martins were well turned-out, particularly the two light-green private entries of Peter Clark and Nigel Mann. The trio of Mercedes-Benz coupés had that formidably efficient air of Teuton thoroughness.

Stirling Moss was wearing a pair of blue Pirelli overalls. Nina Imhof, in the Allard pit, was telling off people for smoking, in between arranging meals for the crews. Gendarmes were, as usual, busy elbowing press photographers out of the way—these men never seem to appreciate that the cameramen are only trying to do a job of work.

Suddenly the noise and chatter of the vast crowd ceased. Charles Faroux walked to the end of the long line of pits with his flag, and 57 drivers took up position opposite their cars. Hundreds and hundreds of cameras were focused on the scene; the silence was almost overpoweringly impressive.

Faroux dropped the flag, and the drivers sprinted to their cars, Moss as



AWAY THEY GO Cars rushing away from the starting area, the ill-fated Jaguars of Moss Walker and Rolt Hamilton in company with Levegh's Talbot (No. 8) and Ascari's Ferrari (extreme left) while behind are Curtis (Allard) and Simon (Ferrari)

Le Mans—1952—continued

usual making a remarkable dash to his Jaguar, and from about 14th car in the row, weaved his way to fourth place before the first Cunningham reached the Dunlop Bridge. The Merc. drivers had a little difficulty in inserting themselves quickly through the much-discussed roof "doors", and refixing their removable steering wheels.

Gradually the field moved off on their journey, some to do well over 2,000 miles, and others destined to have a brief run. As the last car crackled off, all eyes were turned towards White House Corner, everyone eagerly speculating as to who would be the first to complete the initial lap of the great 24 Hours Race.

The well-known specks appeared, and with a rush the leaders swept through—Phil Walters in the coupé Cunningham, Stirling Moss (Jaguar), André Simon (Ferrari), Alberto Ascari (Ferrari), Tony Rolt (Jaguar), Ian Stewart (Jaguar), Pierre Levegh (Talbot) and Louis Rosier (Ferrari) in that order. John Fitch in Cunningham No. 3 stopped briefly at his pit, and rejoined the race as Muller's Porsche howled past, leading the 1,100 c.c. class.

Then a shock for the British contingent. On lap 2, Moss dropped back to fourth place behind Simon's and Ascari's Ferraris, with Walters 45 secs. in the lead. All three Jaguar drivers looked none too happy, both Stewart and Rolt

giving a thumbs down signal as the low dark green cars went through. Robert Manzon's Gordini had picked up many places, and now sat on the tail of Levegh's handsome streamlined Talbot. The three Mercs. were running in line ahead, with Helfrich leading the formation. Valenzano's Lancia headed the 2 litre brigade, whilst Loyer's Gordini easily led the 1½-litre, with Bert Hadley's green Jupiter chasing Gatto-nide's orange one.

First to knock the lap record was Simon, who covered his second tour in 4 mins. 45.1 secs. (170.365 k.p.h.), seven-tenths of a second faster than Moss's 1951 record. A lap later, Ascari reduced this to 4 mins. 43.6 secs. (171.145 k.p.h.).

Already folk were asking how long these terrific speeds would be maintained. Nearly 107 m.p.h., and the race hardly 15 mins. started.

The "honour" of being the first retirement went to Mahé, whose Simca went out with a broken water-pump. He was followed soon afterwards by Lesur's Renault which broke its first drive.

On the fourth circuit, Dennis Poore DB3 Aston Martin) stopped to report trouble with his gearbox, whilst Moran's Ferrari also halted.

Ascari and Simon were now drawing away from Walters, and Moss was dropping further back, with Rolt now in fifth place, chased by Manzon in the

incredible Gordini. The Mercedes were closing up relentlessly, with Helfrich quite a distance in front of his team-mates. Consternation in the Ferrari pits! Ascari came in and complained that the clutch was not freeing properly. Simon's blue Ferrari took the lead, and Moss passed Walters into second place, with Manzon trying to pass Rolt.

As Ian Stewart went through in seventh place, there was an ominous pull of steam from underneath the car. Surely the practice overheating troubles were not going to halt the progress of the Jaguars?

Ascari restarted with a jerk, and immediately began motor-racing in earnest. Simon was now well out in front, and Walters was doing all he knew to keep up with Moss. The number of red Ferraris which stopped at the pits now totalled three, when the Pagnibon-Cole car came in.

Phil Walters was slip-streaming Moss, and it must be admitted that the C-Type did not look so steady as it was last year. There was a trace of tail-wag as the car tore into the bend after the Dunlop Bridge. At 10 laps, Simon had a comfortable 31 secs. lead over Moss. Manzon was fast closing on Walters, the speed of the little blue car being the talk of the circuit.

First blow to British hopes came when Stewart stopped in a cloud of steam, before setting off slowly in 21st place. Next

REPEAT PERFORMANCE As in last year's race, a Lancia Aurelia again won the 2-litre class, driven jointly by Valentano, seen here at Arnage, and Ippocampo

smack-in-the-face news was that Reg Parnell, in the fast coupé DB3, had retired with rear axle troubles.

Manzon hurtled past Rolt to lead the index of performance. Stewart cruised slowly round, obviously trying to last out the 28 laps necessary before being permitted to take on more water. Shortly afterwards Tony Rolt also came in, and then moved away slowly. All this time the three Merces were circulating steadily, Helfrich having moved up to seventh place.

Ascari was tearing along in a tremendous effort either to break the lap record or make up lost time. The red car sailed round the pits bend at a fantastic pace with just a trace of flicker from his stop-lamp, to record 4 mins. 40.5 secs. (171.159 k.p.h.).

Stewart stopped again—this time for good, after having covered 16 laps. Rolt came in again with a smoky exhaust, had plugs changed and Duncan Hamilton took over. On the 19th lap, Manzon overtook Moss. Lawrie's Morgan broke a piston, and disappeared under the Dunlop Bridge in a cloud of smoke and making horrid-sounding noises.

Then Ascari's Ferrari suddenly retired. Dennis Poore's water-pump ceased to function, and Hilde's Ferrari went out with clutch bothers.

Moss now dropped back considerably, and steam could be seen coming from the bonnet. Hamilton's Jaguar was also boiling. Helfrich's Mercedes had caught

Levegh's Talbot and was now in fifth place, with the other two German cars coming up fast.

Moss's engine sounded rattly, and he came in to retire after achieving 24 laps. The Jaguar debacle was completed when Hamilton came in, and his car was pushed away.

After two hours of motoring the race position was as follows:

1. Simon-Vincent (Ferrari); 2. Manzon-Bebra (Gordini); 3. Roger Trintig (Ferrari); 4. Walters (Cunliffe); 5. Helfrich/Niedermayer (Mercedes); 6. Kling Klenk (Mercedes);

7. Levegh/Marchand (Talbot); 8. Fitch-Rice (Cunningham).

Walters came in and Carters took over. After doing one lap, he slid off the road at Tertre Rouge, and became firmly embedded in the sandbanks. This was hard luck indeed, as the coupé had been going extremely well, Walters being content to hold fourth place. Carters then started what ultimately became a two hours' task to free the car.

The Macklin Collins Aston Martin was leading Chaboud's Talbot. Loyer (Simca) easily headed the 1½ litre class and Valentano-Lancia the 2 litres.



THE ESSEX Briggs Cunningham's Cunningham leads Ian Stewart's Jaguar in the opening stages of the race. The Jaguar retired after 16 laps.

DUNLOP

AUTOSPORT, JUNE 20, 1952

ing from the crowd—two French-built cars driven by Frenchmen—what more could the spectators want?

At midnight Manzon was a lap ahead of Levegh, both cars going like express trains. During the early hours of the morning, a thick ground fog made it hazardous for the drivers. A wire came adrift on the Kling Klenk Mercedes causing a general short-circuit. Uhlenhaut was furious, and it is said that he chased Bosch's representative with a jack handle. The car retired.

At 3.45 a.m. tragedy came to Gordini. A brake-shoe anchor pin broke, jamming up the drum completely. Manzon and Behra pleaded with Amedée to allow them to carry on, but he refused to per-

DISAPPOINTMENT (Below) The re-bodied C-type XK 120 Jaguars all dropped out with overheating troubles. Driver in No. 19 here is Ian Stewart of the Scottish Ecurie Ecosse

RACING COUPE: (Above) The 1,342 c.c. Osca from Italy, driven by Damonte and Martini, circulated at high speed until clutch trouble forced its retirement. Behind is the Chaboudi-Pozzi 4-litre Talbot

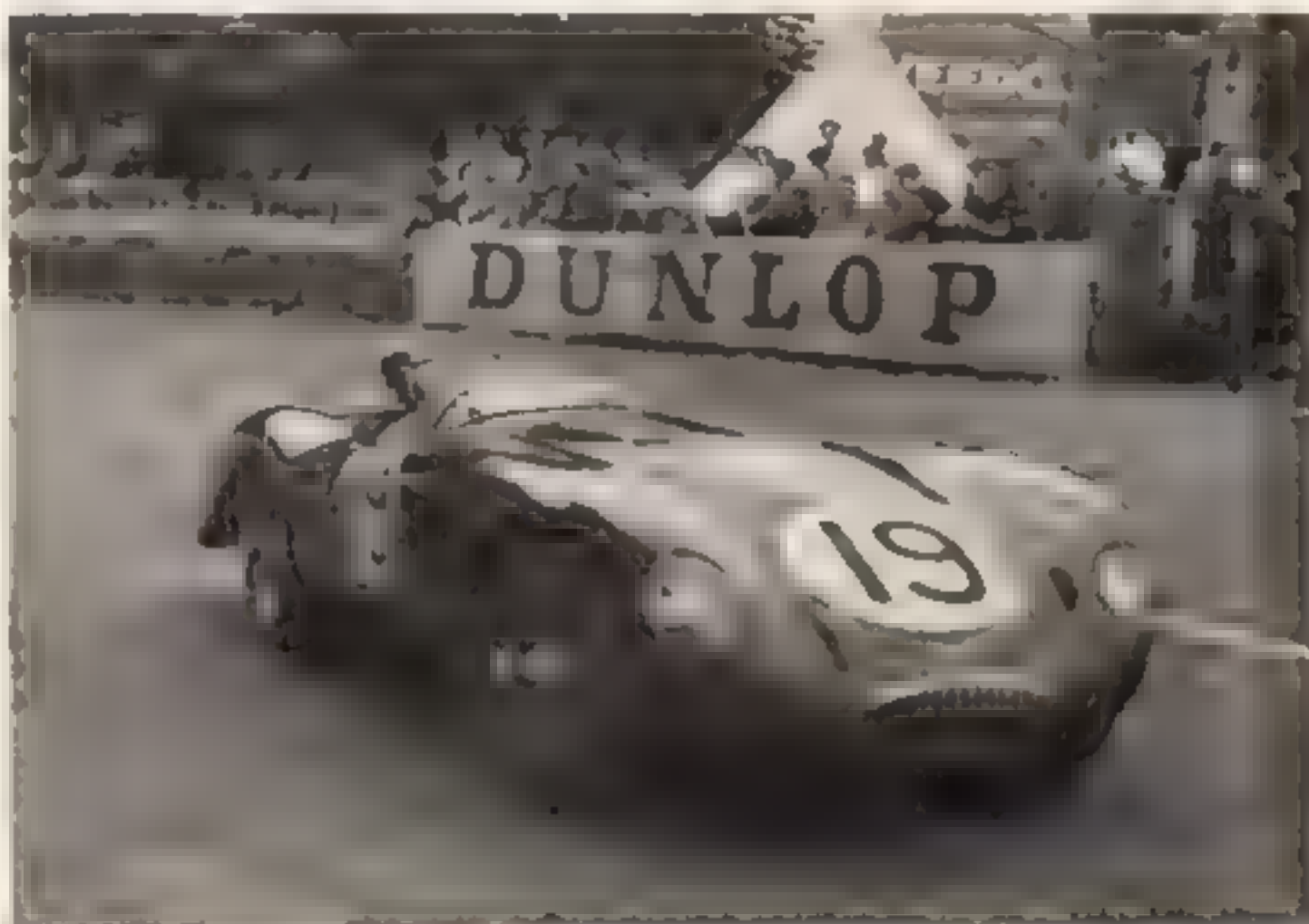
Le Mans—1952—continued

Craissonides and Wise still circulated in close company.

Simon's Ferrari was caught by Manzon, and the little six-cylinder car proceeded to build up a commanding lead. Karl Kling (Mercedes) moved into second place, and Pierre Levegh (Talbot) began to increase his lap speeds considerably.

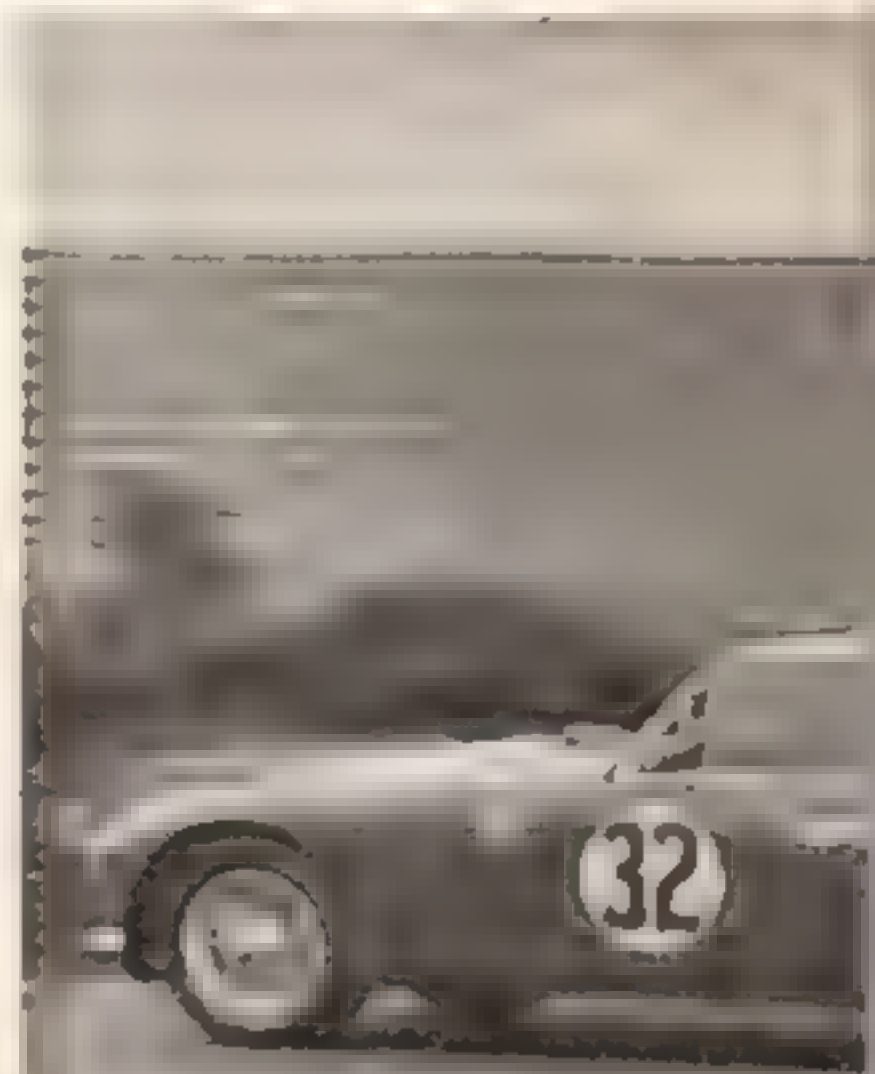
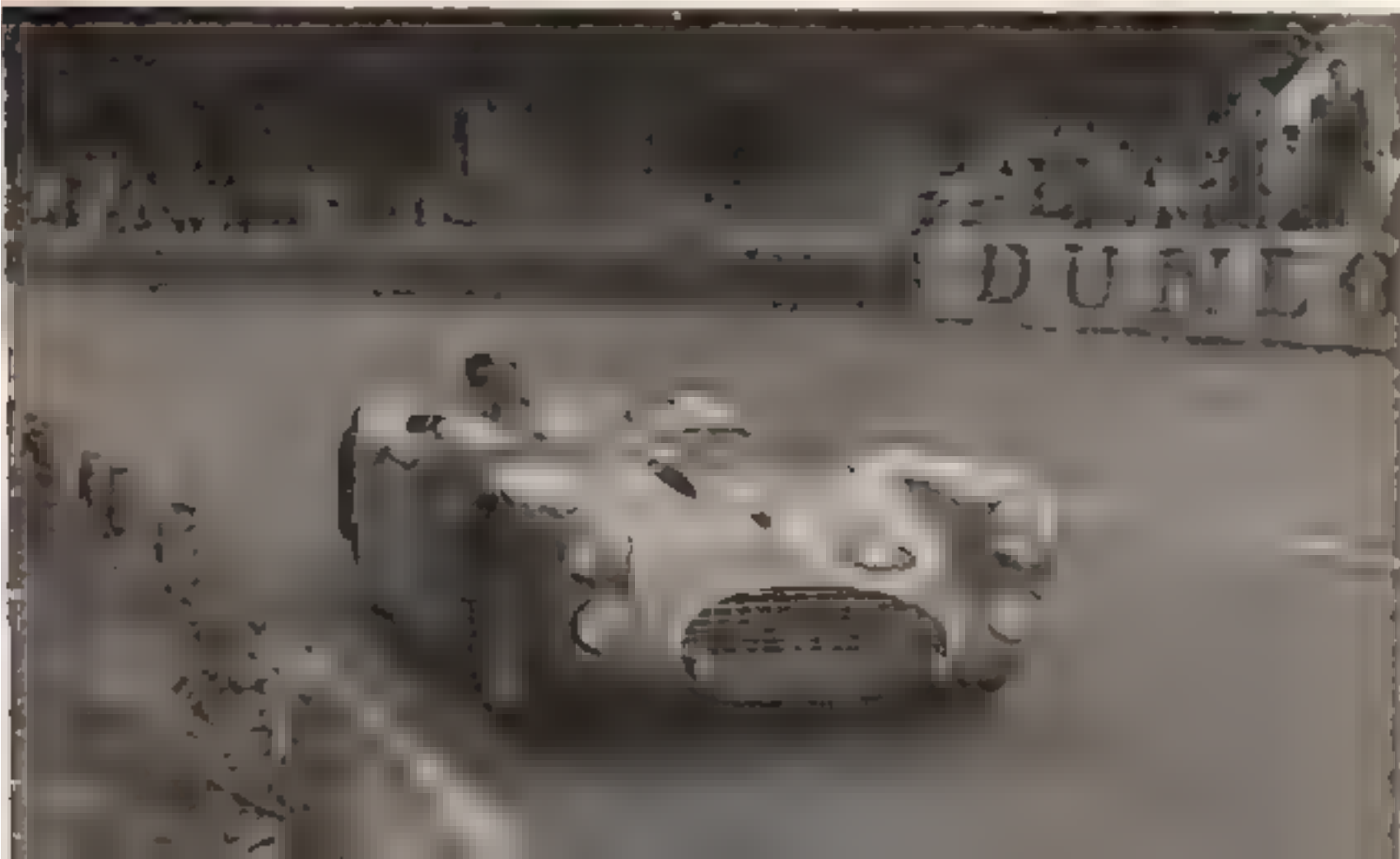
After five hours of racing, 17 cars had retired, including Rosier's Ferrari, and No. 3 Cunningham with a big-end gone. The Walters-Carters coupe had a short life after being retrieved from its sand bank, and was retired. Gatsonides's Jupiter was also pushed to the dead car-park behind the pits. The Muller-Von Hanstein Porsche was another retirement.

Manzon kept up his flying progress, and Levegh passed the Merca to take second place accompanied by loud cheer-



ILL LUCK: (Below) Pierre Levegh's 4-litre Talbot held a clear lead by the 23rd hour, when a broken connecting rod ended a magnificent run.

SEVENTH HOME. (Right) With the DB3 works cars out, Aston Martin colours were nobly upheld by Peter Clark and Michael Keen (DB2 saloon).



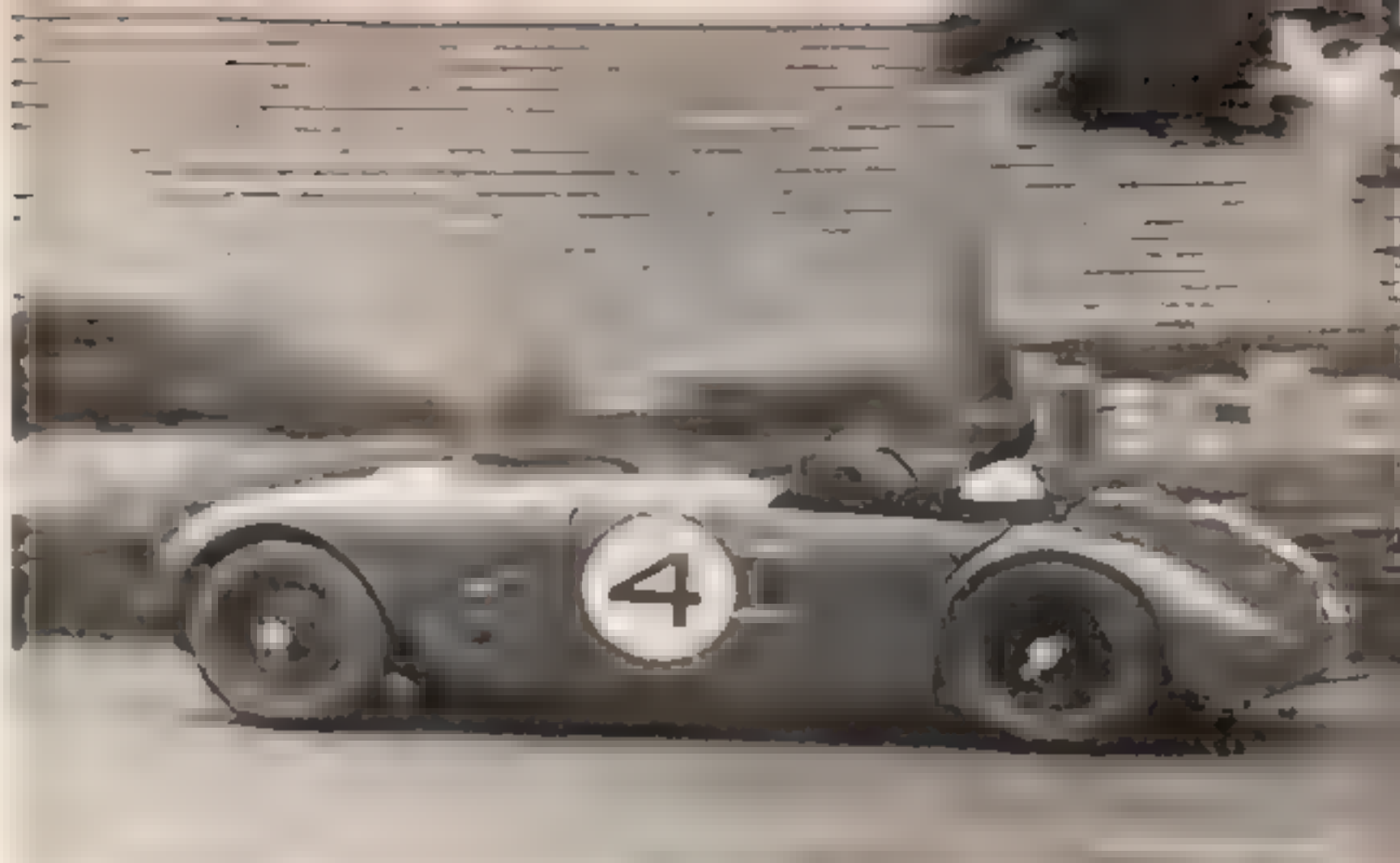
mit them to risk their necks, and the car was retired.

This was a bad blow to French hopes, but the crowd took heart in that Levegh now held a substantial lead. At half-distance he was nearly four laps ahead of the Helfrich-Niedermayer Mercedes, with the Lang-Riese Mercedes third. Lance Macklin/Peter Collins (Aston Martin) fourth, and Jack Fairman/Sydney Allard fifth.

British falling hopes recovered when it was learned that the Aston had moved into fourth place, with an Allard in fifth position. The Johnson/Wisdom Nash-Healey had unobtrusively moved up to eighth.

The fog bothered drivers a great deal.

FINE THIRD: (Below) First of the British contingent, Leslie Johnson and Tommy Wisdom brought their 4.1-litre Nash-Healey into third place, behind the two Mercedes of Germany.



AT TERTRE ROUGE: (Above) Brake troubles ended the efforts of Sydney Allard and Jack Fairman in the newest 5.4-litre Allard, after a promising run in the early stages.

Jack Fairman (Allard) came round Tertre Rouge to find Constantin's supercharged Peugeot doing a somersaulting act. Several cars were in trouble with electric. The Nigel Mann/Mort Morris-Goodall Aston Martin broke a dynamo bracket which was jury-rigged to get them going. Eventually this led to their retirement with a flat battery.

Other retirements were the Meyrat-Maitresse Talbot (oil-pump failure) and the Moran/Cornacchia Ferrari (discharged battery).

Luigi Chinetti and Lucas were disqualified for taking on fuel one lap before the regulation number of laps had been completed. The Fairman/Allard Allard went out with brake trouble, and the Hadley/Wise Jupiter was yet another green car to swell the already full dead car-park.

DB3 SALOON: (Below) The Parnell Thompson DB3 Aston Martin which went out with axle trouble, seen on an improvised ramp, utilizing a stone bench, during practice.





ILL-STARRED: Rear axle troubles put the 26-litre DB3 Aston Martins of Parnell/Thompson and Macklin/Collins out of the race while the Poore/Griffith car, here driven by Dennis Poore, suffered gearbox troubles then retired with a defective water pump.

Le Mans—1952—continued

The little 1,300 c.c. Osa coupé of Damonte Marital went out with clutch trouble after a magnificent run. Picard Martin were disqualified for keeping the engine of their Porsche running in their pit. Dickie Stoop/Peter Wilson broke a half shaft on their Mille Miglia Frazer Nash, when closing up fast on the leading Lancias in the 2-litre class.

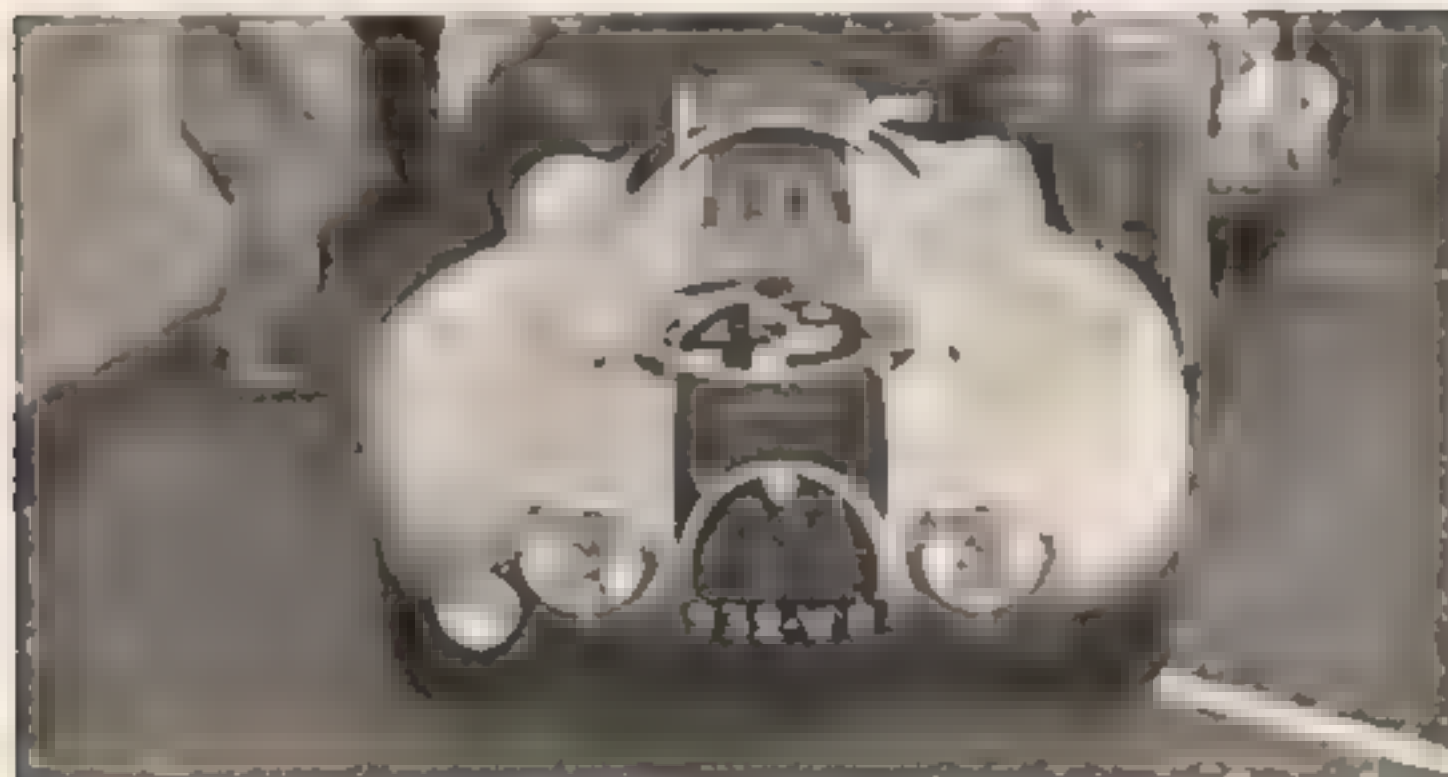
Marcel Becquart/Gordon Wilkins were the sole remaining representatives of the 1½-litre brigade. Much time was lost at the pits in searching for the reason for a supposedly loose wheel before the car was sent off to circulate at a speed sufficiently fast to complete the necessary distance, and to win the class.

André Simon, whose Ferrari had very little fuel left, managed to complete the



POUR LA FRANCE (Above) The Hemard/Dussous Monopole-Panhard which won both the Index of Performance and the Rudge-Whitworth Cup.

(Below) The central seating position on the 1,100 c.c. Simca driven by Scaron and Mahé must have caused the scrutineers to scratch their heads.



requisite distance without running dry, and he set off at very high speed to try to reduce the leeway.

The Chaboud Pozzi Talbot packed up then, to the dismay of British folk, the fast DB3 of Macklin/Collins went out with rear axle trouble, when in fourth place. This left Peter Clark Michael Keen as sole representatives of Feltham with the 4 S.U. carburettor car.

With one hour to go the happy French crowd cheered Levegh on his way. Then

the cheers became groans when it was reported that the Talbot had broken a con-rod near White House. Levegh had driven for 23 hours, and it was said that over-tiredness may have caused him to become careless in his driving.

The elimination of the fast Talbot left the two Mercedes firmly in the lead. On and on they went, obviously being driven to finish. No other car was within striking distance of them, and they actually crossed the line almost together, with Lang a lap ahead of Helfrich. The gallant Nash Healey brought third place to Great Britain, whilst Briggs Cunningham was loudly cheered as he came in for a well-merited fourth place. Only 17 cars remained out of the original 57.

ITALO-FRENCH EFFORT (Right) French drivers André Simon and Vincent drove a fast race with the 4.1 litre Ferrari to take fifth place.



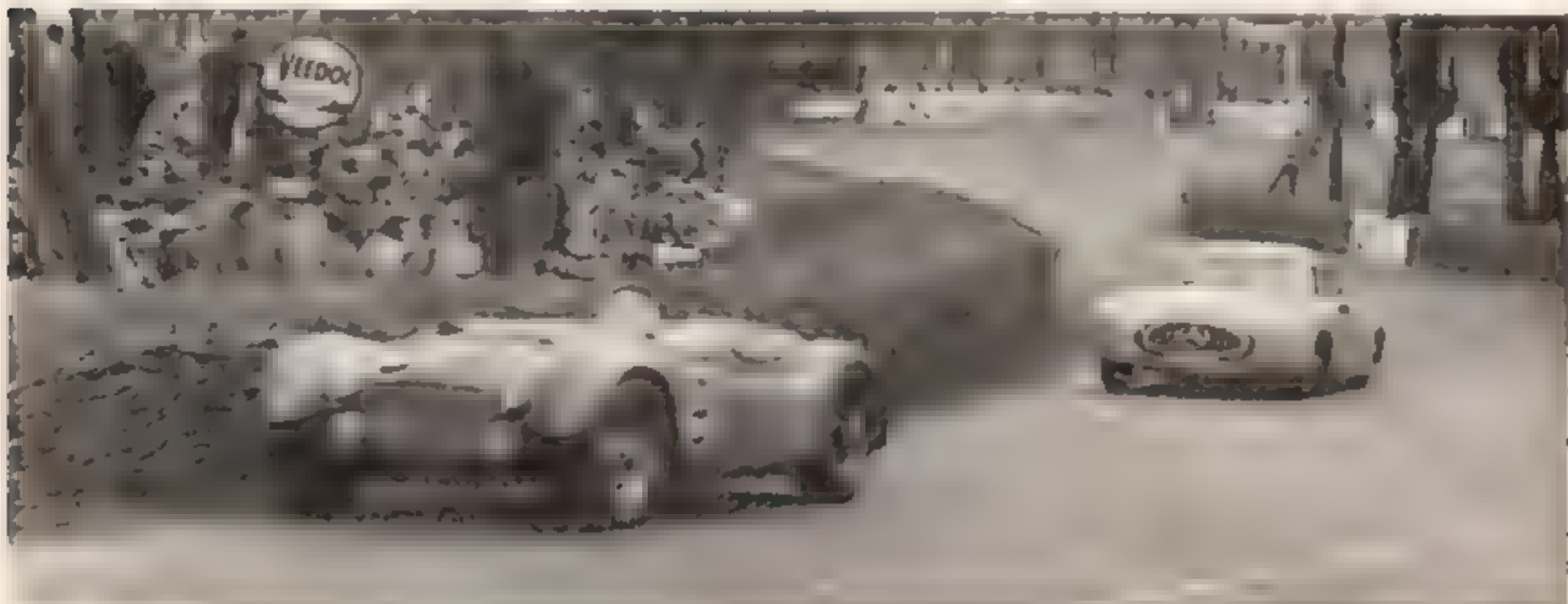
The Ruddock Peacock Frazer Nash struggled along with one wheel loose on its securing bolts. Marcel Becquart brought his blue Jupiter home—the sole survivor of the 1½-litre class. A special cheer was given for Hémard and Dustous, who won the Index of Performance and the Rudge Whitworth Biennial Cup with their seat, 611 c.c. Monopole Poinay Dyna-Panhard.

Despite their bitter disappointment the French crowd took the German victory very well. "Deutschland über Alles" was not played for the reason that the P.A. people had no recording of a national anthem which was only permitted to be played again a few weeks ago.

As in the famous Peter Arno cartoon depicting the little draughtsmen walking away from a pranged aeroplane, British manufacturers must be saying "Oh well, back to the drawing board again!"

(C)

FLEET: The Gordini équipe were unlucky, Munron and Behra leading the race at one stage with the tremendously fast 2.2 litre car, only to retire when a brake shoe anchor pin fractured.



3 LITRES CHASES 4½ The Meyrat Maitresse Talbot tailed through the Esses by Niedermayer's Mercedes, second in the race.

BATTERED: (Right) The Gaillard Chancel 611 c.c. Monopole-Panhard, with crumpled nose indicative of an excursion off-course. It finished third in the under 750 c.c. class.

Le Mans—1952—continued

LE MANS RESULTS

General Classification

- 1 Lang/Riess (2,996 Mercedes-Benz), 3,733 780 km. (155 574 k.p.h.)
- 2 Helfrich/Niedermayer (2,996 Mercedes-Benz), 3,720 260 km. (155 011 k.p.h.)
- 3 Johnson/Wisdom (4,135 Nash-Healey), 3,534 030 km. (147 251 k.p.h.)
- 4 Cunningham/Spear (5,424 Cunningham), 3,199 040 km. (141 267 k.p.h.)
- 5 Simon/Vincent (4,101 Ferrari), 3,361 810 km.
- 6 Valenzano/Ippocampo (1,991 Lancia), 3,342 420 km.
- 7 Clark Keen (2,587 Aston Martin), 3,335 780 km.
- 8 Bonetto/Anselmi (1,991 Lancia), 3,320 440 km.
- 9 Chambas/Morel (4,500 Talbot S), 3,155 230 km.
- 10 Peacock/Ruddock (1,971 Frazer-Nash), 3,021 530 km.
- 11 Veuliet/Mouche (1,086 Porsche), 2,995 400 km.
- 12 Plantivaux/Chancel (851 Dyna-Panhard), 2,914 950 km.
- 13 Bocquart/Wilkins (1,486 Jupiter), 2,818 900 km.
- 14 Hénard/Dussous (612 Dyna-Panhard Monopole), 2,802 190 km.
- 15 De Regibus/Porta (747 Renault), 2,628 850 km.
- 16 Gaillard Chancel (611 Dyna-Panhard), 2,508 340 km.
- 17 Redele/Lapchin (747 Renault), 2,388 050 km.

CLASSES

5,001-8,000 c.c.: 1, Cunningham/Spear (Cunningham), 141,267 k.p.h. (new record)

3,001-5,000 c.c.: 1, Johnson/Wisdom (Nash-Healey), 147,251 k.p.h.; 2, Simon/Vincent (Ferrari); 3, Chambas/Morel (Talbot S)



JUPITER GOING: (Above) Bert Hadley's R1 Jowett Jupiter leads Phil Walters in the Cunningham

JUPITER STOPPED: (Left) Anxiety at the Jowett pits when Hadley comes in with oiling troubles

2,001-3,000 c.c.: 1, Lang/Riess (Mercedes-Benz), 155,574 k.p.h. (new record); 2, Helfrich/Niedermayer (Mercedes-Benz); 3, Clark Keen (Aston Martin), 138 991 k.p.h.

1,501-2,000 c.c.: 1, Valenzano/Ippocampo (Lancia), 139 268 k.p.h. (new record); 2, Bonetto/Anselmi (Lancia); 3, Peacock/Ruddock (Frazer-Nash), 125 897 k.p.h.

1,101-1,500 c.c.: 1, Bocquart/Wilkins (Jupiter), 117 454 k.p.h.

751-1,100 c.c.: 1, Veuliet/Mouche (Porsche), 123 142 k.p.h. (new record); 2, Plantivaux/Chancel (Dyna-Panhard)

401-750 c.c.: 1, Hénard/Dussous (Dyna-Panhard Monopole), 116 758 k.p.h. (new record); 2, De Regibus/Porta (Renault); 3, Gaillard Chancel (Dyna-Panhard); 4, Redele/Lapchin (Renault)

(Continued on page 790)





Grace. Space. Pace.

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the most impressive cars in the world today."* THE AUTOCAR

"Unusually generous accommodation for 5 people and their luggage.

*Great power with notable smoothness and
silence."* THE MOTOR



Powered by the famous XK120 Engine **JAGUAR**

SO NEAR, SO FAR Bob Lawrie's Morgan is trouble on the bend beyond the pits. Mechanics, not permitted to assist, watch from the regulation 10 metres distance. A broken piston put the Morgan out. The Peacock, Ruddock Frazer-Nash which finished 10th is passing

SARTHE NOTES: Harold Parker, on behalf of the directors of Shell, was host at a cocktail party on the morning of race-day in a brightly-coloured pavilion at the main entrance. . . . Alan ("Delahaye") Selborne flew over in an American 2-star general's private plane.

First duty of the Peter Clark *équipe* on arrival at the circuit was to place a wreath where Pierre Marchal lost his life. . . . Gordini's mechanics worked day and night rebuilding Manzoni's 2.3-litre Gordini which crashed at Monaco.

James Tilling made an excellent job of the English-spoken commentary, a feature which all hope will be continued in the future.

René Bonnet's men completely rebuilt the Colas-Schollemann DB, wrecked on Wednesday's practice. . . . French components manufacturers went to town in the way of publicity. Marchal's had a huge balloon shaped as a sparking plug, and several others were released at the end of the

Le Mans—Results—continued

INDEX OF PERFORMANCE

- 1 Dyna-Panhard Monopole, 1295
- 2 Mercedes-Benz, 1274
- 3 Mercedes-Benz, 1269
- 4 Dyna-Panhard, 1222
- 5 Lancia, 1193
- 6 Lancia, 1185
- 7 Nash Healey, 1178

RIDGE WHITWORTH BIENNIAL CUP, 1951-52

(Last Year of Competition)

1. Hémard/Dussous (Dyna-Panhard Monopole)
2. Johnson/Wisdom (Nash-Healey)
3. Gaillard/Chancel (Dyna-Panhard Monopole)
4. Clark Keen (Aston Martin)
5. Peacock, Ruddock (Frazer-Nash)
6. Morel/Chambas (Talbot S)
7. Becquart/Wilkins (Jupiter)

Fastest Lap: Ascari (2.7 Ferrari), 4 mins, 40.5 secs. (173.159 k.p.h.)



HAPPY WINNERS Hermann Lang and Fritz Riess after their great victory for Mercedes-Benz. On the left is chef d'équipe Neubauer



THIRD HOME Leslie Johnson and Tommy Wisdom after their dogged drive in the Nash-Healey.

race. . . . The airport was packed to capacity with charter and private planes.

During the early hours of Sunday morning there was utter chaos in the car parks; it took anything up to two hours to get out. . . . Briggs Cunningham must have been surprised to see Briggs Jr appear in the pits, the young man supposedly being in Princeton University, U.S.A. . . . Courtenay Edwards sported a tartan shirt, made by Mrs. Courtenay.

Hasil Cardew had a Charchillian selection of hats, queer and otherwise.

Mr. and Mrs. Bill Lyons, W. Lyons, Jr., and Pat and Ian Appleyard arrived just before the race. . . . Lance Macklin broke his spectacles, and had to seek permission from the officials to replace them. They were not originally listed as part of the car's equipment.

1952 LE MANS 24 HOUR ROAD RACE

MINTEX

at Le Mans...

the NASH-HEALEY

1st in Class C and 3rd
in the General Classification

and the JOWETT JUPITER

1st in Class F were both fitted
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(Results subject to official confirmation)

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Depots and Stockists.

NEWS FROM THE CLUBS

KENTISH BORDER C.C. DEAL RALLY

(8th June)

RESULTS

Best Performance: E. R. Ray (Singer Roadster), 115.4 marks gained.

Supercharged and Specials Class: T. J. Sawell (Dellow), 108.4.

Large Saloons Class: S. R. Seelly (24-litre Riley), 102.

Medium Saloons Class: R. H. Wilkins (Jowett Javelin), 95.4.

Small Saloons Class: H. Cox (Ford 10), 90.

First Class Award: A. R. Holder, 94.6.

Team Awards: P. W. Hepdon (Delta Special), S. R. Seelly (Riley), D. N. Greig (Morris Minor).

SOUTHEND RALLY

THE Thames Estuary A.C.'s Southend Rally and Concours d'Elegance took place on the 7th and 8th of June. The Rally was over a distance of 300 miles and included navigational exercises and regularity tests followed by driving tests. The Concours was held on the sea front at Southend with an entry of nearly 50 cars. Prizes were presented by the Mayor and Mayoress of Southend.

Raymond Way gained the prize for the best car in the Concours with his 1937 Rolls-Royce.

The Buick formerly owned by the Duke of Windsor was on view to the public together with some very carefully preserved veteran cars.

The Club's next event will be a Treasure Hunt to be held on 20th July.

RESULTS

Rally, Best Performance: T. R. Troughton (Dellow); 2, R. Randall (Aurion); 3, A. A. Wright (Singer).

Best, Open Class: T. R. Troughton (Dellow). **Closed:** H. J. Sweet (Austin).

Team Award: "The Estuarians" A. E. H. Parsons (Ford), D. Bernard (Ford), H. J. Sweet (Austin).

Ladies' Award: Miss P. Smith (Hillman).

Class Winners, Open, 1,100 c.c.: A. A. Wright (Singer). **1,500 c.c.:** T. R. Troughton (Dellow). **2,000 c.c.:** D. H. Rayner (Sunbeam-Talbot).

Closed, 1,100 c.c.: J. E. Price (Ford). **1,500 c.c.:** H. J. Sweet (Austin). **2,000 c.c.:** H. A. Fellows (Citroën). **Over 2,000 c.c.:** N. A. McCormick (Ford).

SNETTERTON

OUR recent report of the Half-Litre Club race meeting at Snetterton credited the development of that excel-



OLD FRIEND: The 1934 2.9-litre Maserati, originally raced by Whitney Straight, and subsequently by Dick Seaman, B. Bird and Ken McAlpine appeared once again at Snetterton on 31st May, driven by Guy Gale in the Half-Litre Club's Formule Libre race.

lent Norfolk circuit to the Aston Martin O.C. and the East Anglian M.C. It is, in fact, the Eastern Counties M.C., who, with the A.M.O.C., have worked hard to make Snetterton a success. They will be holding a race meeting there on 28th June.

OXFORD UNIVERSITY POINT-TO-POINT

THE Oxford University M.D.C. held their first competition since the war on Sunday, 8th June, in the form of a Point-to-Point round the Cotswolds. Competitors numbered 31, and were dispatched in alternately clockwise and anti-clockwise directions from the Talbot Hotel, Stow-on-the-Wold. Unfortunately the Cotswolds were not looking their best, as continuous rain fell the whole day, calculated to dampen a bit the stoutest hearts. In spite of this a surprising number pressed on with dogged determination to visit all the points, and special mention must be made

of Nicholson, who put up a stoic performance in a 1927 Austin 7.

RESULTS

Best Performance: S. C. W. Wilkinson (A.C.), 5 hrs. 43 mins.

Best Navigator: T. C. Sanders.

Novices' Award: J. B. Cook (Morris 8) and fourth in general classification, 6 hrs. 56 mins.

First Class Awards: P. Riley (Austin A40), 6 hrs. 31 mins.; R. H. Jones (Singer 9), 6 hrs. 55 mins.; D. C. E. Johns (Austin A40), 7 hrs. 11 mins.

THE BAT-BO TROPHY TRIAL

THE Leicestershire C.C.'s Night Touring Trial for the Bat-Bo Trophy takes place on 21st/22nd June, starting from Messrs. Batchelor Bowles' Garage, at 60 London Road, Leicester, at 10.30 p.m. The route leads beyond Birmingham, across the Severn into Shropshire and into Wales, finishing with a tour of the lakes and mountains around Cadern Idria.

More News from the Clubs on page 794

BOREHAM RACING TOMORROW

ADMINISTRATION of the new and improved Boreham Racing Circuit, near Chelmsford, Essex, has been taken over by the recently formed Motor Racing Company.

Following on the improvements made by the West Essex C.C. at the 17th May meeting, the M.R.C. are planning extensive development of the course, with such facilities as grandstands, car parks, catering establishments and pits, while in conjunction with the road authorities, the smooth routing of large crowds to the circuit will be worked out.

With the ambitious August Bank Holiday programme ahead, when the *Daily Mail* is sponsoring an International car race meeting on the Saturday and an International motor-cycle race meeting on the Monday in a combined "Festival of Motor Sport", the M.R.C. is working at full speed on the improvements to Boreham.

Visitors on 17th May saw the fine new "Shell" scoreboard and the "Jaguar" bridge. These will be followed by a complete reorganization of the pits area with construction of tubular steel

pits housings set at a slight angle to the track. The idea of this angled setting is, of course, to help drivers distinguish their own pits' signals more easily.

Stands will be erected at the most interesting corners of the circuit and a grandstand opposite the pits. Car parks are being carefully planned and prepared to cater for large numbers of vehicles and will employ the convenient colour system of identification.

First evidence of the new developments will be seen at the West Essex Club's National meeting tomorrow, when six races will be run, including a 10-lap scratch *Formule Libre* event and a 10-lap Formula 2 scratch race.

Entries include Bob Gerard (F.R.A.), McAlpine (Connaught), Goodhew (Alfa Romeo), Ron Willis (BMW), H. A. Mitchell (Frazer-Nash), Joe Kelly (Alfa) and the Ecure Ecosse and Hugh Howorth with Jaguars.

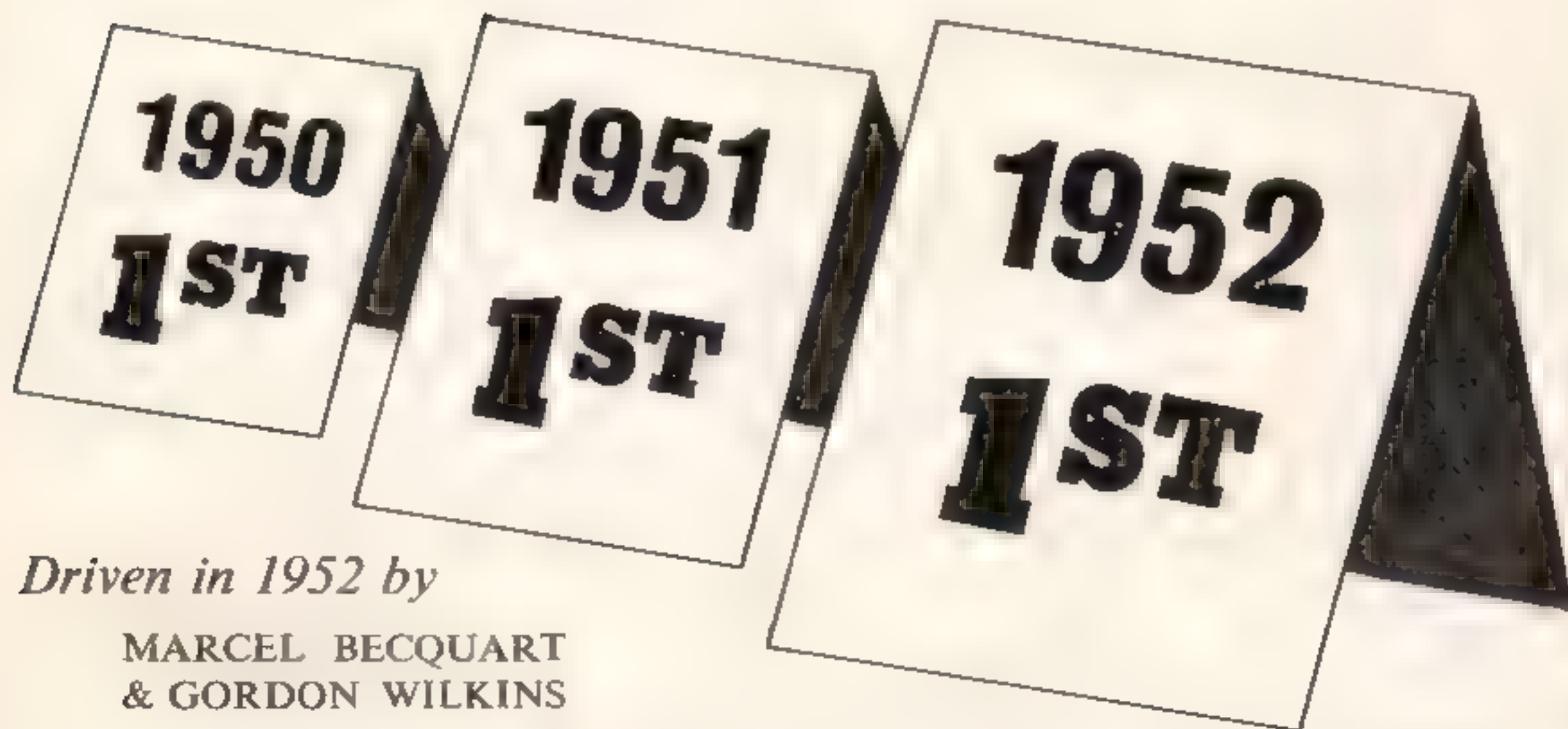
Prices of admission are as follows — Adults, 5s., Parking, cars, 10s., motor-cycles, 2s. 6d. Combined parking and admission fee for car and all occupants, 25s. 0d. Coach, inclusive, £8.

Le Mans 24-hour race

(1½ litre class)

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MARCEL BECQUART
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*(Subject to
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ALFA-ROMEO 1500 blown, 2 3-seater, ex team car	£350
ALVIS 12'60 1933 Roadster, engine now being reconditioned	£225
BENTLEY 3-litre red label 4-seater tourers, choice of four	£285 to £325
BENTLEY 4½-litre 4-seater tourer, rebuilt last year	£385
LAGONDA 16 80 1934 4-seater tourer	£425
LAGONDA 2-litre 4-seater tourers, choice of five, from	£150 to £425
LANCIA APRILIA d/h coupe, 1937	£585
LANCIA AUGUSTA saloon, 1937	£385
MERCEDES 540 K Roadster 1937, 39,000 miles, ex Sultan of Johore.	
Probably finest 540 in the world	£1650
M.G. 18 80 Mark II Roadster immaculate	£285
ROLLS 20 d/h coupe 1927 £600 Rolls overhaul	£455
ROLLS 20 REPLICA 1936 d/h coupe Rolls serviced	£550

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1949 JAGUAR MK. V 3½-litre Saloon. New engine December 1951.	£1,475
1950 (Nov.) ROVER P4 Saloon, Black and Grey.	£1,405
1948 ROVER "75," Black and Grey	£1,375
1950 FORD PILOT, Heater, radio etc., 4,000 miles only	£1,100
1939 BENTLEY 4½-litre Overdrive) Park Ward, Semi Razor Edge Saloon £700 overhaul recently	£3,000
1938 BENTLEY 4½-litre Park Ward Saloon.	£2,150
1936 ROLLS ROYCE 20/25 Sports Saloon by Hooper	£1,495
1933 ROLLS ROYCE 40/50 Continental Chassis Sports Saloon by Park Ward	£875
1948 BRISTOL "400," Grey and Beige, in perfect condition	£1,850
1949 DAIMLER 2½-litre Saloon Black and Brown leather	£1,575
1948 HILLMAN MINX Saloon new engine	£700

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LE MANS

(24 HOURS RACE)

Class "C"—3,000-5,000 c.c.

**1st NASH-HEALEY
L. JOHNSON, T. WISDOM**

Also 3rd in General Classification

2nd FERRARI

Class "E"—1,500-2,000 c.c.

**1st LANCIA
2nd LANCIA
3rd FRAZER-NASH**

Class "F"—1,100-1,500 c.c.

1st JOWETT

Winner for the Third Year in Succession

(Subject to Official Confirmation)

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local garage.



News from the Clubs—continued

GOSPORT SPRINTS

Norris (Alfa Special) Fastest

FOLLOWING a deceptively fine, sunny morning, the weather turned sour on the Gosport A.C.'s Speed Trial meeting last Sunday, and rain was falling steadily as the first car came to the line. It continued throughout the event, most times being slower than usual as a result.

Best time of day, 14.84 secs., was achieved by J. B. Norris in his Alfa Special, the only car using twin rear wheels. In the large car class the Bugattis of A. S. Raven and M. Hukins got the better of Goodhew's P3 Alfa Romeo, the ex-Norfolk Ferrari car being definitely off form this time.

Andrews with his smart rear-engined Andrews gained the fastest sports-car award. Provisional results are as follows:

Saloon Cars, up to 1,300 c.c.: 1. J. R. I. Price (1172 Ford), 25.45 secs.

Saloon Cars, 1,301-1,800 c.c.: 1. J. A. Andrews (1546 Singer), 21.74

Saloon Cars, 1,801-3,000 c.c.: 1. V. H. Tuson (2443 Riley), 21.25

Saloon Cars, over 3,000 c.c.: 1. J. A. Shuter (4467 Invicta), 18.70

Sports-Cars, up to 1,100 c.c. U/s. 750 c.c. S. 1. R. Walling-Greenwood (1090 R.W.G.), 19.05

Sports-Cars, 1,101-1,500 c.c. U/s. 1,100 c.c. S. 1. P. D. Gammon (1497 M.G.), 17.97

Sports-Cars, 1,501-2,000 c.c. U/s. 1,500 c.c. S. 1. D. W. Davis (1287 M.G. S.), 17.75

Sports-Cars, 2,000-3,000 c.c. U/s. 2,000 c.c. S. 1. D. H. Sessions (2443 Healey), 18.25

Sports-Cars, over 3,000 c.c. U/s. 3,000 c.c. S. 1. J. A. Andrews (4,250 Andrews), 17.03

Racing-Cars, 500 c.c. U/s. 1. R. G. Bicknell (498 Reva-J.A.P.), 17.46

Racing-Cars, 501-1,100 c.c. S. 1. R. M. Smith (1,002 M.G. S.), 16.08

Racing-Cars, 1,101-2,000 c.c. S. 1. J. B. Norris (1270 Alfa Sp. S.), 14.84 (BT.D.)
2. Lady Mary Grosvenor (1490 Alfa S.) 15.82
3. J. Smith (1492 Bugatti S.) 16.64

Racing-Cars, over 2,000 c.c. S. 1. M. Hukins (2,261 Bugatti S.) 15.77; 2. A. S. Raven (2,994 Bugatti S.) 15.90; 3. J. Goodhew (3,000 Alfa Romeo S.) 16.72

THE BRIGHTON-BEER TRIAL

A POPULAR event pre-war, the Brighton-Beer Trial for standard cars, is this year being held by the Brighton and Hove M.C. on 22nd June, i.e., on Sunday. The route will be approximately 50 miles in length, and the Trial starts at 1 p.m. from Chilgrove. Finishing point is the Red Lion, Petersfield.

THE NEXT LYDSTEP HILL-CLIMB

THE next meeting on that very fine hill Lydstep will be run by the Tenby M.C. on 2nd August, the Saturday before August Bank Holiday, and not on 24th September as per calendar. This will be a closed invitation meeting, and 150 in prize money will be available as well as a goodly array of trophies and awards.

There are classes for sports and

racing-cars of all capacities, and regulations will shortly be available.

Would-be competitors at this meeting are advised to book accommodation in the district early, August being in the busy season. All details are available from John H. Swain, of 24 Parkrafon, Carmarthen.

COVENTRY AND WARWICKS SUMMER TRIAL

THIS Sunday, 22nd June, the Coventry and Warwickshire M.C. are running their Summer Car Trial starting from the Sports and Arms, Allesley, Coventry at 2.40 p.m. The course will be approximately 30 miles long, with an observed section, brake test, regularity section and several special tests of Rally type.

The finish is timed for 4 o'clock at Attleborough Farm, near Water Orton, by the kind permission of G. A. Lewis. The Trial will be suitable for saloon cars and a large entry is anticipated.

LANCIA DRIVING TESTS AT BOVINGTON

NO fewer than eleven different one-make clubs will be competing in the Lancia M.C.'s Driving Tests meeting at Bovington aerodrome, near Chesham, Bucks, this Sunday, 22nd June. P.A. is the Lancia Challenge Trophy, which goes to the outright winning team. Each Club devises a test, making a total of 11, with a maximum of 50 points awarded for each.

The meeting starts at 10 a.m.

LONDON M.C. DRIVING TESTS AT REDHILL

THIS Sunday, 22nd June, the London M.C. are holding Driving Tests at Redhill aerodrome, Surrey, commencing at 10.30 a.m. Tests, of which there will probably be six, are of Rally type, held on smooth tarmac.

NOTTINGHAM S.C.C.

THE new General Secretary of the Nottingham Sports-Car Club is M. J. Andrew. His address is Leen Valley Dyeworks, Bulwell (Tel. Nottingham 785865).

"KENT MESSENGER" VETERAN CAR RUN

ON 14th June, the Kent Messenger ran their annual event for the old cars, and this time it was a journey from Sevenoaks to Gravesend. Some 50 competitors took part, and it was, as usual, a most delightful show. Practically no mechanical trouble was experienced, though one mechanic, working on a steam-car, got a badly burnt hand.

Many stalwarts of the V.C.C. were there, including Lord Charnwood in his racing Daimler. Mr. Stradling again wore his straw hat in his tastefully lace-curtained Linc. coupé, and one spectator was heard to remark that he looked like Maurice Chevalier in a bedroom scene. Finally, a most elaborate tea was provided by Mr. Pratt Boorman, and the awards were presented by the Mayoress of Gravesend.

J V B

COMING ATTRACTIONS

June 21st. West Essex C.C. Race Meeting, Boreham. Start 1.30 p.m.
Bristol M.C. and L.C.C. Nash Hill-Climb.

Winfield Committee Race Meeting, Charterhall.

Veteran C.C. Rally and Speed Trials, Robertson Terrace, Hastings.

Leinster M.C. Speed Event.

M.G.C.C. (Scottish Centre) Driving Tests, Edinburgh.

Northampton and District C.C. Driving Tests.

June 21st-22nd. Austrian Alpine Rally (S.L.).

Cambridge "50" C.C. Night Trial.

N. London Enthusiasts' C.C. Road-cap Rally. Start, Staples Corner, N. Circular Road, N.W.2. 7 p.m.

W. Hants and Dorset C.C. Moon-leet Rally, Weymouth, Dorset.

Furness District M.C. Festival Rally.

Leics. C.C. Bat-Ba Trophy Night Trial. Start, Batchelor Bowles' Garage, London Road, Leicester, 10.30 p.m.

June 22nd. G.P. of Europe (F2), Spa, Belgium.

Circuit of the Ramparts (F2), Angoulême, France.

G.P. of Portugal (S), Oporto.

Laffrey Hill-Climb, France.

A.C. du Mont Blanc/London M.C. Sporting Trial, Annecy, France.

Half-Litre Club Race Meeting, Brands Hatch. Start 2 p.m.

Lancia M.C. Driving Tests, Bovington Aerodrome, near Chesham Bucks. Start 10 a.m.

Sheffield and Hallamshire M.C. Main Road Trial, Derbyshire.

London M.C. Driving Tests, Redhill Aerodrome. Start 10.30 a.m.

Brighton and Hove M.C. Brighton-Beer Trial, Start, Chilgrove, 1 p.m.

Hagley and District L.C.C. Driving Tests, Redditch.

East Anglian M.C. Driving Tests, Halstead, Essex.

Severn Valley M.C. Driving Tests, Wellington.

Ilkley and District M.C. Trial, N. Yorks and Lake District.

Eymoor M.C. Rally.

750 M.C. Rally, Slough, Bucks.

Coventry and Warwick M.C. Trial.

S. of Scotland C.C. Gymkhana, Langholm.

June 26th. Jersey M.C. and L.C.C. Sand Race Meeting, St. Owen.

N. Cornwall M.C. Rally, SW Counties.

CLUB FIXTURES

Bentley D.C. Meetings: 21st June, The Vase Over Hants. 1st.

24th June, Old Tatham Hill Rally, Surrey. C.C. Thatched House, near Redhill, Essex. 8 p.m.

Morpeth 3-Wheeler Club (N.W.). Social Run 24th June, Derbyshire.

Bentley D.C.—Picnic, 22nd June. Soudiano Hill, Dorset, 11 a.m.

S. of England 22nd June, Bankes Arms C.C. Clack, Kent.

Slough D.C. (Northants). Meetings: 24th June, Leeds and Manchester.

Chiltern C.C. (Notts). Evening: 24th June, Goosey Hill, Leicestershire. 7.30 p.m.

A.C.C.—Last Wednesday Meeting: 24th June, Repton Road, C.C. S.S. & Evening: 25th June, R. J. Oak, Green Street Green, Kent, 8 p.m.

Venue S.C.C. (Northants)—Last Thursday meeting, 26th June, The Croston, Ilkley, Yorks.

PRESCOTT FLASHBACK: N. B. Johnson, driving Michael Christie's 1,100 c.c. Cooper-J.A.P., corners with verve at the 18th May meeting. Johnson finished second with the car in the Formule Libre race at last Saturday's Bugatti O.C. meeting at Silverstone.

LANCS AND CHESHIRE RALLY

THE Captain Stott Trophy Rally was run on 15th June, in very pleasant weather, over a 50-mile course in Derbyshire. The "Stott" is a typical friendly closed to club event for standard cars, sports and saloons, and caters for club members and their families. Thirty-two cars faced the starter to complete four driving tests in the morning section of the event, to arrive at the lunch stop in Buxton. P. Reece (Morgan), K. Bancroft (Morgan), and J. Broadhead (Jaguar XK 120) were well in the running up to lunch time, but the afternoon route with two tests in it, plus the final test, a rather tricky four-garaging affair on grass, altered the ultimate results.

After the various penalties (open touring cars 5 per cent, plus on test times, sports-cars under 1,300 c.c. 10 per cent., sports-cars over 1,300 c.c. 15 per cent., saloon cars no penalty) had been added, A. J. Lilley proved to be the winner in his Ford 10.

RESULTS

Captain Stott Trophy: A. J. Lilley (Ford 10 saloon).

Novice Award: W. L. Chesworth (Citroën 15 saloon).

First-Class Awards: M. Howarth (Ford 8 saloon), P. B. Reece (Morgan Plus Four), J. C. Wallwork (Vanguard).

MERCEDES REGISTER

THE inaugural meeting of the Mercedes Register took place at the Berysted Hotel, Ascot, on Saturday, 7th June.

The forecourt of the hotel presented a most exhilarating scene packed to overflowing with immaculate examples of this distinguished marque, including types 170V, 200, 230, 260, 290, 320, 370, 36/220S, 38/250SS and the famous 1½-litre four-cylinder Targa Florio model.

Members gathered in the ballroom where an exhibition of Mercedes photographs, emblems and literature were on display. A short address of welcome was made by the Secretary on this unique occasion stating that the present strength of membership was 60 and outlining plans for future development. It is the intention to develop this association into



a Mercedes Owners' Club and a committee will shortly be formed to this end.

Amongst those present were representatives from Messrs. Mercedes-Benz (Great Britain) Ltd., and such well known Mercedes enthusiasts as G. C. Monkhouse, D. Scott-Moncrieff, Mrs. H. Lee-Kennard, Gerry Crozier, Norman Powell and D. Hadwick. A welcome visitor was the President of the Bentley Drivers' Club who wished the movement every success.

Further meetings will be held in the near future and past as well as present owners are eligible for membership. The Secretary is R. H. Johnson, "Chequer Trees", Limpley Stoke, near Bath, Somerset.

SAND RACING AT REDCAR

ON Saturday, 12th July, the Middlesbrough and District M.C. are holding a National race meeting over a two-mile circuit on the Redcar-Coatham sands in N.E. Yorkshire. Car races include 10-mile and 20-mile handicaps, and a Trophy is offered by Gillie Tyrer to anyone who surpasses his lap speed of 74.4 m.p.h. set up in 1947.

A Closed Invitation meeting, the following clubs are open to compete: Yorks S.C.C., Liverpool M.C., Darlington and D.M.C., Lothian C.C., B.A.R.C., and Sheffield and Hamshire M.C.

CITROËN C.C. A.G.M.

THE 1952 A.G.M. of the Citroën C.C. will take place at the Albert Hotel, Kingston-on-Thames, on Thursday, 10th July, starting at 7.30 p.m. It is hoped that there will be a representative attendance to deal with important items on the agenda.

All communications should be addressed to John B. Layton, General Secretary, Citroën C.C., 103 Kingston Hill, Kingston-on-Thames, Surrey.

AERODROME RACING IN WALES

IN conjunction with the Half-Litre Club, the Welsh Motor Racing Club are staging a race meeting at Fairwood Aerodrome, near Swansea, on Saturday, 26th July. (Permit applied for.)

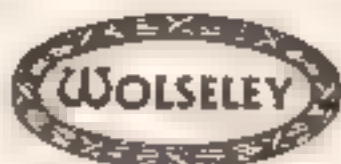
Competitors who will be competing at Prescott on 27th July will, by arrangement between the Bugatti Owners' Club and W.M.R.C., be afforded practice time on Sunday morning, 27th July.

Details are as follows for racing and sports-car events: 500 c.c. race in two heats and final, sports-car events up to 1,500 c.c. with special award for fastest car up to 1,200 c.c.; up to 3,000 c.c. with special award for fastest sports-car up to 2,000 c.c. and special award to fastest vintage car in race; over 3,000 c.c. with special award to fastest vintage sports-car in race.

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BOX 491.

RILEY 9 Gamecock, excellent condition. £150.—38 West Drive, Chesham, Surrey. VIG 1879.

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RILEY 9 Kestrel 1935, mechanically perfect, special camshafts, four Amals, 4-branch exhaust manifold, special gear oil pump, model 75 ENV pre-selector. Also spare twin S.U. carbs. and manifold. This car really goes 30 m.p.h. £285.—Phone Maryland 6071 after 6 p.m.

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ROVER 12 h.p. sportsman's special 4-light saloon, 1935, astonishing condition, rear boot instruments and lines like '39 model, particularly good gear. £245.—Camden Motors, Ltd., Lake Street, Leighton Buzzard, Beds. Telephone: 2041 (4 lines).

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SINGER 9 h.p. 4-str. open sports, 1919, black blue with brown interior, engine just overhauled. £325.—Camden Motors, Ltd., Lake Street, Leighton Buzzard, Beds. Telephone 2041 (4 lines).

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(continued overleaf)

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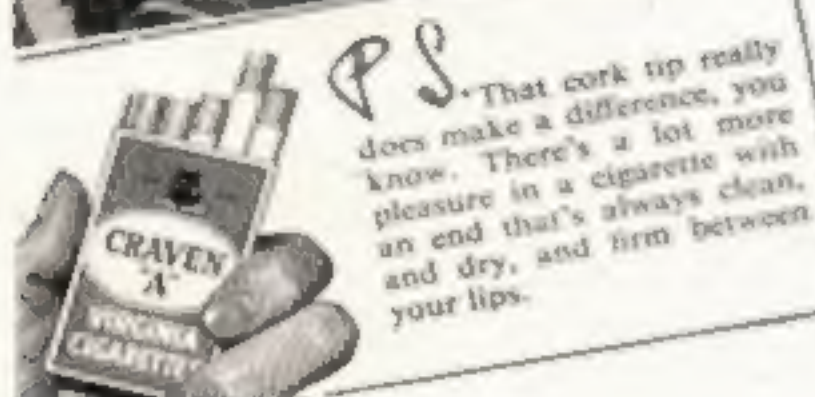
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